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The Motor Vehicles (Construction and Use) Regulations, 1955

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The Minister of Transport and Civil Aviation in exercise of his powers under sections 3, 17, 30 and 111 of the Road Traffic Act, 1930(a), and of all other powers him enabling in that behalf hereby makes the following Regulations:—

PART I—PRELIMINARY

Commencement and Citation

1. These Regulations shall come into operation on the second day of April, 1955, and may be cited as "The Motor Vehicles (Construction and Use) Regulations, 1955".

Revocation

2. The Regulations specified in the First Schedule to these Regulations are hereby revoked, without prejudice, however, to the validity of anything done thereunder or to any liability incurred in respect of any act or omission before the date of the coming into operation of these Regulations.

Interpretation

3.—(1) In these Regulations, unless the context otherwise requires, the following expressions have the meanings hereby respectively assigned to them:—

"the Act" means the Road Traffic Act, 1930;

"agricultural trailer" means a trailer the property of a person engaged in agriculture which is not used on a road for the conveyance of any goods or burden other than agricultural produce or articles required for the purposes of agriculture;

"articulated vehicle" means a heavy motor car or a motor car with a trailer so attached to the drawing vehicle that part of the trailer is superimposed upon the drawing vehicle, and when the trailer is uniformly loaded not less than 20 per cent. of the weight of its load is borne by the drawing vehicle;

(a) 20 & 21 Geo. 5. c. 43.

" close-coupled " in relation to any two wheels of a vehicle means that those two wheels are both fitted on the same side of the vehicle, are not steerable and are so fitted that the distance between them measured horizontally and parallel to the longitudinal axis of the vehicle between the centres of the areas of contact of the wheels with the road surface does not exceed 33 inches;

" deck " means a floor or platform upon which seats are provided for the accommodation of passengers;

" direction indicator " means a device fitted to a motor vehicle or trailer for the purpose of intimating the intention of the driver to change the direction of the vehicle to the right or to the left;

" double-decked vehicle " means a vehicle having two decks one of which is wholly or partly above the other and each deck of which is provided with a gangway serving seats on that deck only;

" the First Schedule to the Act " means the First Schedule to the Act as substituted by the Road Traffic Act, 1934(a), and as varied by any regulations for the time being in force under subsection (4) of section 10 and section 30 of the Act;

" gangway " means the space provided for obtaining access from any entrance to the passengers' seats or from any such seat to an exit other than an emergency exit but does not include a staircase or any space in front of a seat which is required only for the use of passengers occupying that seat;

" gas " means any fuel that is wholly gaseous at 60° Fahrenheit under a pressure of 30 inches of mercury;

" gas equipment " means a container or containers for holding, or plant and materials for producing, gas;

" gas trailer " means a trailer used solely for the carriage of gas equipment for the purpose of the propulsion of the drawing vehicle;

" goods vehicle " means a vehicle constructed or adapted for use for the conveyance of goods or burden of any description;

" half-decked vehicle " means any vehicle not being a single-decked vehicle or a double-decked vehicle;

" indivisible load " means a load which cannot without undue expense or risk of damage be divided into two or more loads for the purpose of conveyance on a road;

" land implement " means any implement or machinery used with a land locomotive or a land tractor in connection with agriculture, grass cutting, forestry, land levelling, dredging or similar operations and includes a living van and any trailer which for the time being carries only the necessary gear or equipment of the land locomotive or land tractor which draws it;

" land locomotive " means a locomotive designed and used primarily for work on the land in connection with agriculture, forestry, land levelling, dredging or similar operations, which is driven on a road only when proceeding to and from the site of such work and which when so driven hauls nothing other than land implements;

" land tractor " means a motor tractor designed and used primarily for work on the land in connection with agriculture, grass cutting, forestry, land levelling, dredging or similar operations, being a vehicle which—

(*a*) is the property of a person engaged in agriculture or forestry or of a contractor engaged in the business of carrying out any such operations as aforesaid on farms or on forestry estates; and

(a) 24 & 25 Geo. 5. c. 50.

(*b*) is not used on a road for hauling any object other than—

(i) a land implement which is being hauled to or from the site where it is to be used for any such operation as aforesaid or from one part of a farm or forestry estate to another part of that farm or estate; or

(ii) an agricultural trailer;

"locomotive" means a heavy locomotive or a light locomotive;

"overall length" means the length of a vehicle measured between vertical planes at right angles to the longitudinal axis of the vehicle and passing through the extreme projecting points thereof exclusive of:—

(*a*) any starting handle,

(*b*) any hood when down,

(*c*) any ladder forming part of a turntable fire escape fixed to a vehicle,

(*d*) any telescopic fog lamp when extended,

(*e*) any snow-plough fixed in front of a vehicle, and

(*f*) any post office letter box the length of which measured parallel to the longitudinal axis of the vehicle does not exceed 12 inches;

"overall width" means the width of a vehicle measured between vertical planes parallel to the longitudinal axis of the vehicle and passing through the extreme projecting points thereof exclusive of:—

(*a*) any driving mirror,

(*b*) any direction indicator,

(*c*) any snow-plough fixed in front of the vehicle,

(*d*) so much of the distortion of any tyre as is caused by the weight of the vehicle, and

(*e*) in the case of vehicles registered before 2nd January, 1939, so much of a swivelling window designed to allow the driver to give hand signals as projects when opened not more than 4 inches beyond the side of the vehicle;

"overhang" means the distance measured horizontally and parallel to the longitudinal axis of the vehicle between two vertical planes at right angles to such axis passing through the two points specified in paragraphs (i) and (ii) of this definition respectively.

(i) The rearmost point of the vehicle exclusive of

(*a*) any hood when down,

(*b*) any post office letter box the length of which measured parallel to the longitudinal axis of the vehicle does not exceed 12 inches,

(*c*) any ladder forming part of a turntable fire escape fixed to a vehicle, and

(*d*) any luggage carrier fitted to a motor car constructed solely for the carriage of passengers and their effects and adapted to carry not more than seven passengers exclusive of the driver.

(ii) (*a*) In the case of a motor vehicle having only two axles one of which is not a steering axle, through the centre point of that axle, and

(*b*) in the case of a motor vehicle having only three axles where the front axle is the only steering axle, through a point 4 inches in rear of the centre of a straight line joining the centre points of the rear and middle axles, and

(*c*) in any other case through a point situated on the longitudinal axis of the vehicle and such that a line drawn from it at right angles to that axis will pass through the centre of the minimum turning circle of the vehicle;

"pedestrian controlled vehicle" means a motor vehicle which is controlled by a pedestrian and not constructed or adapted for use or used for the carriage of a driver or passenger;

"pneumatic tyre" means a tyre which complies in all respects with the following requirements:—

(i) it shall be provided with a continuous closed chamber containing air at a pressure substantially exceeding atmospheric pressure when the tyre is in the condition in which it is normally used, but is not subjected to any load;

(ii) it shall be capable of being inflated and deflated without removal from the wheel or vehicle;

(iii) it shall be such that, when it is deflated and is subjected to a normal load, the sides of the tyre collapse;

"registered" means—

(*a*) in the case of a vehicle which was registered at any time under the Roads Act, 1920(**a**), the date on which it was first so registered; and

(*b*) in the case of any other vehicle, the date on which it was first registered under the Vehicles (Excise) Act, 1949(**b**);

"safety glass" means glass so constructed or treated that if fractured it does not fly into fragments capable of causing severe cuts;

"single-decked vehicle" means a vehicle upon which no part of a deck or gangway is vertically above another deck or gangway;

"stop light" means a device fitted to a motor vehicle or to a trailer drawn by a motor vehicle for the purpose of intimating the intention of the driver of the motor vehicle to stop or slow down;

"straddle carrier" means a motor vehicle constructed to straddle and lift its load for the purpose of transportation;

"track laying" in relation to a vehicle means that the vehicle is so designed and constructed that the weight thereof is transmitted to the road surface either by means of continuous tracks or by a combination of wheels and continuous tracks in such circumstances that the weight transmitted to the road surface by the tracks is not less than half the weight of the vehicle;

"vehicle in the service of a visiting force" means a vehicle belonging to the service authorities of such a force and used for the purposes of such a force, and any other vehicle when used as aforesaid by a person subject to the orders of any member of such a force;

"visiting force" means any such body, contingent or detachment of the forces of any country as is a visiting force for the purposes of the provisions of the Visiting Forces Act, 1952(**c**)—

(*a*) which apply to that country by virtue of paragraph (*a*) of subsection (1) of section 1 of that Act, or

(*b*) which from time to time apply to that country by virtue of paragraph (*b*) of subsection (1) of the said section 1 and of any Order in Council made or hereafter to be made under the said

(a) 10 & 11 Geo. 5. c. 72. (b) 12, 13 & 14 Geo. 6. c. 89.
(c) 15 & 16 Geo. 6 & 1 Eliz. 2. c. 67.

section 1 designating that country for the purposes of all the provisions of that Act following subsection (2) of the said section 1;

and "member" and "service authorities" have the same meanings respectively as they have in the Visiting Forces Act, 1952;

"wheel" in the case of a motor vehicle or trailer means a wheel the tyre or rim of which when the vehicle is in motion on a road is in contact with the ground;

"wheeled" in relation to a vehicle means that the whole weight of the vehicle is transmitted to the road surface by means of wheels;

"works trailer" means a trailer designed for use in private premises and used on a road only in passing from one part of any such premises to another, or to other private premises in the immediate neighbourhood;

"works truck" means a motor vehicle (other than a straddle carrier) designed for use in private premises and used on a road only in passing from one part of any such premises to another, or to other private premises in the immediate neighbourhood.

(2) Except where otherwise provided in these Regulations a tyre shall not be deemed to be of soft or elastic material unless the said material is either:—

(i) continuous round the circumference of the wheel, or

(ii) fitted in sections so that so far as reasonably practicable no space is left between the ends thereof,

and is of such thickness and design as to minimise, so far as reasonably possible, vibration when the vehicle is in motion, and so constructed as to be free from any defect which might in any way cause damage to the surface of a road.

(3) For the purpose of these Regulations a brake drum shall be deemed to form part of the wheel and not of the braking system.

(4) For the purpose of these Regulations any two wheels of a motor vehicle or trailer shall be regarded as one wheel if the distance between the centres of the areas of contact between such wheels and the road surface is less than 18 inches.

(5) The Interpretation Act, 1889(a), shall apply to the interpretation of these Regulations as it applies to the interpretation of an Act of Parliament.

Application and Exemptions

4.—(1) Except where the context otherwise requires these Regulations shall apply to wheeled vehicles only.

(2) Regulations 8, 9, 16, 19, 29, 30 and 36 of these Regulations shall not apply to road rollers.

(3) Regulations 6 to 9, 11 to 14, 16, 17, 20 to 62, and 74 of these Regulations shall not apply to vehicles proceeding to a port for export.

(4) Regulations 8, 9, 13, 16, 30, 36, 40, 44, 45, 53, 56, 57, 59 to 63 and 65 to 72 of these Regulations shall apply only to motor vehicles and trailers used upon highways.

(5) Every motor vehicle registered before the expiration of one year from the making of any Regulation hereof by which the requirements as regards the construction or weight of any class or description of vehicles are varied shall be exempt from the requirements of that Regulation for a period of

(a) 52 & 53 Vict. c. 63.

5 years from the making thereof, provided that it complies with the requirements of the Regulations to which it would have been subject immediately prior to the making of that Regulation.

(6) Part II of these Regulations, except Regulations 6, 27 to 29, 33, 37, 42, 50, 53 and 54, shall not apply to any motor vehicle or trailer brought temporarily into Great Britain by a person resident abroad, provided that such motor vehicle or trailer respectively complies in every respect with the requirements relating to motor vehicles or trailers contained in:—

(*a*) Article 21 and paragraph (1) of Article 22 of the Convention on Road Traffic concluded at Geneva on the 19th September, 1949(**a**), and Part III (except paragraph (*e*)) of, and paragraph (*a*) of Part V of, Annex 6 to that Convention; or

(*b*) paragraphs I, III and VIII of Article 3 of the International Convention relative to Motor Traffic concluded at Paris on the 24th April, 1926(**b**).

(7) Regulations 6 to 9, 11 to 13, 15 to 20 and 23 to 72 inclusive of these Regulations shall not apply to any vehicle in the service of a visiting force.

PART II

REGULATIONS GOVERNING THE CONSTRUCTION, WEIGHT AND EQUIPMENT OF MOTOR VEHICLES AND TRAILERS

A.—GENERAL

Construction

5.—(1) Every motor cycle and invalid carriage shall be so constructed that it is a wheeled vehicle.

(2) Save as aforesaid every motor vehicle and trailer shall be so constructed that it is either a wheeled vehicle or a track laying vehicle.

Overall length

6.—(1) The overall length of an articulated vehicle shall not exceed 35 feet:

Provided that—

(*a*) the total overall length of any eight-wheeled articulated vehicle registered before 1st January, 1931, may equal but shall not exceed 36 feet;

(*b*) this paragraph shall not apply in the case of an articulated vehicle constructed and normally used for the conveyance of indivisible loads of exceptional length,

(i) if all the wheels of the vehicle are fitted with pneumatic tyres, and

(ii) if all the wheels of the vehicle are not fitted with pneumatic tyres but the vehicle is not driven at a speed exceeding 12 m.p.h.

(2) The overall length of a public service vehicle shall not exceed—

(*a*) 26 feet if it has four wheels and is a double-decked vehicle:

Provided that the said length of 26 feet may be exceeded—

(i) by not more than 9 inches in the case of any such vehicle registered after 1st June, 1942, and before 1st May, 1947; and

(ii) by not more than 12 inches in the case of any such vehicle registered on or after 1st June, 1950; or

(*b*) in any other case 30 feet.

(3) The overall length of any motor vehicle other than an articulated vehicle or a public service vehicle shall not exceed 30 feet.

(a) Cmd. 7997. (b) Treaty Series, No. 11.

Overall height of public service vehicles

7. The overall height of a public service vehicle shall not exceed 15 feet.

Variation of wheel load

8. Every motor vehicle or trailer with more than four wheels and every trailer having more than two wheels being part of an articulated vehicle shall be provided with such compensating arrangement as will ensure that all the wheels will remain in contact with the road surface and under the most adverse conditions will not be subjected to abnormal variations of load:

Provided that this Regulation shall not apply to any steerable wheel of a motor vehicle if the load on such wheel does not exceed 2½ tons.

Springs

9. Every motor vehicle and every trailer drawn thereby shall be equipped with suitable and sufficient springs between each wheel and the frame of the vehicle:

Provided that this Regulation shall not apply to:—

(*a*) any vehicle registered on or before 1st January, 1932;

(*b*) any motor tractor not exceeding 4 tons in weight unladen if all unsprung wheels of such tractor are equipped with pneumatic tyres;

(*c*) any land locomotive, land tractor, land implement, agricultural trailer or trailer used solely for the haulage of felled trees;

(*d*) any motor tractor not exceeding 4 tons in weight unladen used in connection with railway shunting operations which is only used on a road when passing from one portion of the railway track to another for the purpose of such operations;

(*e*) motor cycles;

(*f*) mobile cranes;

(*g*) works trucks and works trailers;

(*h*) any vehicle not exceeding 4 tons in weight unladen specially designed for and mainly used in operations which necessitate working on rough ground or unmade roads if all the wheels are equipped with pneumatic tyres and it is not driven or drawn at a speed exceeding 20 miles per hour; or

(*i*) any pedestrian controlled vehicle, all the wheels of which are equipped with pneumatic tyres.

Parking brakes

10. Every motor vehicle shall be equipped with a braking system (which may be one of the braking systems hereinafter prescribed) so designed and constructed that it can at all times be set so as effectually to prevent two at least, or in the case of a vehicle with only three wheels one, of the wheels from revolving when the vehicle is not being driven or is left unattended:

Provided that this Regulation shall not apply to:—

(*a*) a motor bicycle with or without a sidecar attached;

(*b*) an invalid carriage; or

(*c*) a land locomotive registered on or before 1st January, 1932.

Vacuum or pressure braking systems

11. Every motor vehicle registered on or after 1st October, 1937, which is fitted with a braking system which embodies a vacuum or pressure reservoir or reservoirs shall be provided with a warning device so placed as to be readily visible to the driver of the vehicle when in the driving seat in order to indicate any impending failure or deficiency in the vacuum or pressure system.

Speed indicator

12.—(1) To every motor vehicle registered on or after 1st October, 1937, and to every public service vehicle which is for the time being used as an express carriage there shall be fitted an instrument so constructed and in such a position as at all times readily to indicate to the driver of the vehicle within a margin of accuracy of plus or minus ten per cent. if and when he is driving at a speed in excess of that specified in paragraph (2) of this Regulation:

Provided that this Regulation shall not apply to :—

(*a*) a land tractor;

(*b*) an invalid carriage;

(*c*) a motor cycle, the cylinder capacity of the engine of which does not exceed 100 c.c.;

(*d*) a motor cycle neither constructed or adapted for use nor used for the carriage of a driver or passenger;

(*e*) a vehicle which it is at all times unlawful to drive at a speed exceeding 12 m.p.h.;

(*f*) a vehicle which is incapable by reason of its construction of exceeding a speed of 12 m.p.h. on the level under its own power; or

(*g*) a works truck.

(2) The speed to which reference is made in paragraph (1) of this Regulation shall be such speed as is specified in the First Schedule to the Act as the maximum speed for the vehicle to which the instrument aforesaid is fitted in compliance with this Regulation, or if no such speed is prescribed, 30 m.p.h. :

Provided that when, by reason of the fact that a vehicle to which this Regulation applies is drawing a trailer or trailers, the maximum speed at which it is lawful to drive such vehicle is lower than the speed at which it is lawful to drive such vehicle without such trailer or trailers, the instrument aforesaid shall not be required to indicate such lower speed.

Diameter of wheels

13. All wheels of a motor vehicle and all wheels of a trailer which are equipped with tyres other than pneumatic tyres shall have a rim diameter of not less than 670 mm. :

Provided that this Regulation shall not apply to:—

(*a*) any motor vehicle registered on or before 2nd January, 1933;

(*b*) any trailer constructed before 1st January, 1933;

(*c*) any wheel fitted to a motor car registered on or before 1st July, 1936, if the diameter of the wheel inclusive of the tyre is not less than 670 mm.;

(*d*) any works truck or works trailer;

(*e*) any motor vehicle or trailer designed for use and used solely in connection with street cleansing, the collection or disposal of refuse or the collection or disposal of the contents of gullies or cesspools;

(*f*) any pedestrian controlled vehicle;

(*g*) any mobile crane; or

(*h*) any land implement.

Reversing

14. Every motor vehicle which exceeds 8 cwt. in weight unladen shall be capable of being so worked that it may travel either forwards or backwards.

View to the front

15. Every motor vehicle shall be so designed and constructed that the driver thereof while controlling the vehicle can at all times have a full view of the road and traffic ahead of the motor vehicle.

Mirrors

16. Every motor vehicle shall be equipped either internally or externally with a mirror so constructed and fitted to the motor vehicle as to assist the driver if he so desires to become aware of traffic to the rear of the vehicle:

Provided that this Regulation shall not apply to:—

(*a*) a two-wheeled motor cycle with or without a sidecar attached;

(*b*) a land locomotive;

(*c*) a land tractor;

(*d*) a motor vehicle when drawing a trailer if a person is carried on the trailer in a position which affords an uninterrupted view to the rear and such person is provided with efficient means of communicating to the driver the effect of signals given by the drivers of other vehicles in rear thereof;

(*e*) a works truck if the driver can easily obtain a clear view of traffic to the rear; or

(*f*) a pedestrian controlled vehicle.

Safety glass

17. The glass of wind-screens and windows facing to the front on the outside of any motor vehicle, except glass fitted to the upper deck of a double-decked vehicle, shall be safety glass.

For the purposes of this Regulation any wind-screen or window at the front of the vehicle the inner surface of which is at an angle exceeding 30 degrees to the longitudinal axis of the vehicle shall be deemed to face to the front.

Wind-screen wipers

18. An efficient automatic wind-screen wiper shall be fitted to every motor vehicle which is so constructed that the driver cannot, by opening the wind-screen or otherwise, obtain an adequate view to the front of the vehicle without looking through the wind-screen.

Warning instruments

19. Every motor vehicle other than a works truck, a pedestrian controlled vehicle, a locomotive, or a land tractor shall be fitted with an instrument capable of giving audible and sufficient warning of its approach or position:

Provided that no such instrument shall consist of:—

(*a*) a gong or bell, except in the case of a motor vehicle used solely for fire brigade, ambulance, salvage corps or police purposes or being used for the purposes of the Land Incident Company of the Royal Army Service Corps; or

(*b*) a siren, except in the case of a vehicle used solely for fire brigade, salvage corps or police purposes.

Silencers

20. Every vehicle propelled by an internal combustion engine shall be fitted with a silencer, expansion chamber or other contrivance suitable and sufficient for reducing as far as may be reasonable the noise caused by the escape of the exhaust gases from the engine.

Emission of smoke or vapour

21. Every motor vehicle shall be so constructed that no avoidable smoke or visible vapour is emitted therefrom.

Emission of sparks or grit

22. Every motor vehicle using solid fuel shall be fitted with an efficient appliance for the purpose of preventing the emission of sparks or grit, and also with a tray or shield to prevent ashes and cinders from falling on to the road.

Closets, urinals, lavatory basins and sinks

23. No motor vehicle registered on or after 15th January, 1931, or trailer shall be equipped with any closet, urinal, lavatory basin or sink, unless the following requirements are complied with, that is to say:—

(*a*) no vehicle shall be equipped with a closet or urinal the contents of which can be discharged directly on to a road, and, except in the case of a trailer which is a living van, every closet pan or urinal pan shall empty into a tank carried by the vehicle, such tank being efficiently ventilated by means of a pipe the outlet of which is outside the vehicle;

(*b*) every tank into which a closet pan or urinal pan empties, and, where no such tank is fitted, every closet and urinal, shall contain non-inflammable and non-irritant chemicals of such character and in such quantity as to form at all times an efficient deodorant and germicide in respect of the contents of the tank, closet or urinal as the case may be; and

(*c*) no lavatory basin or sink shall drain into any closet or urinal or into any tank into which a closet or urinal empties.

Maximum seating capacity of half-decked vehicles

24. A half-decked vehicle shall not be provided with seating capacity for more than 50 passengers exclusive of the driver and conductor if carried.

For the purposes of this Regulation the seating capacity of a half-decked vehicle shall be taken to be the seating capacity which the vehicle would have for the purposes of section 3 of the Vehicles (Excise) Act, 1949, if it were a vehicle other than a tramcar.

B.—Direction Indicators and Stop Lights

Direction Indicators

25.—(1) Every motor vehicle registered on or after 1st January, 1936, which is fitted with a direction indicator shall as respects that indicator—

(*a*) if it is a vehicle fitted with electric lighting equipment, comply with either the provisions of Part I of the Second Schedule to these Regulations or the provisions of Part II of the said Schedule; or

(*b*) if it is a vehicle not so fitted, comply with the provisions of Part III of the said Schedule.

(2) Every trailer constructed on or after 1st July, 1955, which is fitted with a direction indicator shall as respects that indicator comply with the provisions of Part IV of the Second Schedule to these Regulations.

Stop Lights

26.—(1) Every stop light fitted to a motor vehicle registered on or after 1st January, 1936, or to a trailer shall be fitted at the rear of the vehicle and not to the left of the centre thereof and when in operation shall show a red or amber light:

Provided that nothing in this paragraph shall prevent the fitting of a duplicate stop light on the left or near side of the vehicle which comes into operation at the same time as the stop light fitted at the centre or on the right or off side of the vehicle.

(2) Every light shown by a stop light shall be diffused by means of frosted glass or other adequate means and shall be a steady light.

C.—Gas Containers

Gas Containers

27.—(1) The provisions of the Third Schedule to these Regulations shall be complied with in the case of every motor vehicle or trailer to which there is fitted a container intended for the storage of gaseous fuel for the purpose of the propulsion of the vehicle or the drawing vehicle as the case may be.

(2) The requirements of this Regulation shall be in addition to and not in derogation of any of the requirements of Regulations made by the Secretary of State under powers conferred upon him by the Petroleum (Consolidation) Act, 1928(a), or any other Act.

D.—Locomotives

Overall width

28. The overall width of a locomotive shall not exceed 9 feet.

Distribution of weight

29.—(1) This Regulation shall apply to every locomotive having not more than four wheels and registered before 1st June, 1955.

(2) Not more than three quarters of the total weight of a locomotive to which this Regulation applies shall be transmitted to the road surface by any two wheels.

(a) 18 & 19 Geo. 5. c. 32.

Tyres

30.—(1) Save as provided in paragraph (2) of this Regulation, every wheel of a locomotive shall be equipped with a pneumatic tyre or a tyre of soft or elastic material which either—

(*a*) extends continuously round the circumference of the wheel, or

(*b*) is fitted in sections in such manner that—

(i) at no point is any section separated by more than ¾ inch from any adjacent section, and

(ii) the aggregate extent of all spaces between the sections measured along any line taken round the outer surface of the tyre and parallel to its edge does not exceed 6 inches.

(2) Paragraph (1) of this Regulation shall not apply to a land locomotive if—

(*a*) the tyre of every steering wheel is smooth-soled and where the tyre touches the surface of the road it is not less than 5 inches in width, and

(*b*) the tyre of every driving wheel is not less than 12 inches in width and is either—

(i) smooth-soled, or

(ii) shod with diagonal cross bars of not less than 3 inches in width nor more than ¾ inch in thickness, extending the full breadth of the tyre and so arranged that the space intervening between adjacent cross bars is not more than 3 inches, or

(iii) shod with diagonal cross bars of soft or elastic material of not less than 2½ inches in width, extending the full breadth of the tyre and so arranged that the space between adjacent cross bars is not more than 3 inches.

Brakes

31. Every locomotive registered before the 1st June, 1955, shall be equipped with an efficient braking system, the brakes of which act upon all the wheels of the vehicle other than the steering wheels, and so designed and constructed that the application of the brakes will bring the vehicle to rest within a reasonable distance:

Provided that this Regulation shall not apply to a locomotive registered on or before 2nd January, 1933, if the locomotive is propelled by steam and the engine thereof is capable of being reversed.

32.—(1) This Regulation shall apply to every locomotive registered on or after 1st June, 1955.

(2) Every locomotive to which this Regulation applies shall be equipped with an efficient braking system or efficient braking systems in either case having two means of operation, so designed and constructed that notwithstanding the failure of any part (other than a fixed member or a brake shoe anchor pin) through or by means of which the force necessary to apply the brakes is transmitted, there shall still be available for application by the driver to not less than half the number of the wheels of the vehicle brakes sufficient under the most adverse conditions to bring the vehicle to rest within a reasonable distance:

Provided that this paragraph shall not apply in the case of a road roller, if the vehicle is equipped with one braking system with one means of operation.

(3) The application of one means of operation shall not affect or operate the pedal or hand lever of the other means of operation.

(4) No braking system shall be rendered ineffective by the non-rotation of the engine.

(5) All the brakes which are operated by one of the means of operation shall be capable of being applied by direct mechanical action without the intervention of any hydraulic, electric or pneumatic device.

(6) Where any brake shoe is capable of being applied by more than one means of operation, all the wheels of a locomotive to which this Regulation applies shall be fitted with brakes all of which are operated by one of the means of operation:

Provided that—

(*a*) where a vehicle has more than six wheels, at least four of which are steering wheels, it shall be a sufficient compliance with this paragraph if brakes are fitted to all the wheels, other than two steering wheels which are situated on opposite sides of the vehicle, and all such brakes are operated by one of the means of operation;

(*b*) where a vehicle has more than four wheels and the drive is transmitted to all wheels other than the steering wheels without the interposition of a differential driving gear or similar mechanism between the axles carrying the driving wheels it shall be deemed to be a sufficient compliance with this paragraph if one means of operation operates the brakes on two driving wheels situated on opposite sides of the vehicle and the other means of operation operates brakes on all the other wheels required to be fitted with brakes by this paragraph; and

(*c*) where means of operation are provided in addition to those prescribed by this Regulation such additional means of operation may be disregarded for the purposes of this paragraph.

(7) One at least of the means of operation shall be capable of causing brakes to be applied directly, and not through the transmission gear, to not less than half the number of the wheels of the vehicle:

Provided that where a locomotive to which this Regulation applies has more than four wheels and the drive is transmitted to all wheels other than the steering wheels without the interposition of a differential driving gear or similar mechanism between the axles carrying the driving wheels, it shall be deemed to be a sufficient compliance with this paragraph if the brakes applied by one means of operation act directly on two driving wheels on opposite sides of the vehicle and the brakes applied by the other means of operation act directly on all other driving wheels.

(8) For the purpose of this Regulation—

(i) not more than one front wheel shall be included in half the number of the wheels of the vehicle for the purposes aforesaid, and

(ii) every moving shaft to which any part of a braking system or any means of operation thereof is connected or by which it is supported shall be deemed to be part of that system.

E.—Motor Tractors

Overall width

33. The overall width of a motor tractor shall not exceed 7 feet 6 inches.

Overhang

34. The overhang of a motor tractor shall not exceed 6 feet.

Brakes

35.—(1) Every motor tractor shall be equipped with an efficient braking system or efficient braking systems in either case having two means of operation, so designed and constructed that, notwithstanding the failure of any part (other than a fixed member or a brake shoe anchor pin) through or by means of which the force necessary to apply the brakes is transmitted, there shall still be available for application by the driver to not less than half the number of the wheels of the vehicle brakes sufficient under the most adverse conditions to bring the vehicle to rest within a reasonable distance:

Provided that this paragraph shall not apply in the case of a road roller or a land tractor, not propelled by steam, if the vehicle is equipped with one braking system with one means of operation.

(2) The application of one means of operation shall not affect or operate the pedal or hand lever of the other means of operation.

(3) In the case of vehicles registered on or after 1st April, 1938, no braking system shall be rendered ineffective by the non-rotation of the engine:

Provided that this paragraph shall not apply in the case of any vehicle referred to in sub-paragraph (*b*) of paragraph (7) of this Regulation.

(4) In the case of a motor tractor registered on or after 1st April, 1938, all the brakes which are operated by one of the means of operation shall be capable of being applied by direct mechanical action without the intervention of any hydraulic, electric or pneumatic device.

(5) Where any brake shoe is capable of being applied by more than one means of operation, all the wheels of the motor tractor shall be fitted with brakes all of which are operated by one of the means of operation:

Provided that where means of operation are provided in addition to those prescribed by this Regulation such additional means of operation may be disregarded for the purposes of this paragraph.

(6) In the case of a motor tractor registered after 14th January, 1931, other than a land tractor, one at least of the means of operation shall be capable of causing brakes to be applied directly, and not through the transmission gear, to not less than half the number of the wheels of the vehicle:

Provided that where a motor tractor has more than 4 wheels and the drive is transmitted to all wheels other than the steering wheels without the interposition of a differential driving gear or similar mechanism between the axles carrying the driving wheels, it shall be deemed to be a sufficient compliance with this paragraph if the brakes applied by one means of operation act directly on two driving wheels on opposite sides of the vehicle and the brakes applied by the other means of operation act directly on all other driving wheels.

(7) For the purpose of this Regulation—

(*a*) in the case of a motor tractor registered on or after 1st October, 1938,

(i) not more than one front wheel shall be included in half the number of the wheels of the vehicle for the purposes aforesaid, and

(ii) every moving shaft to which any part of a braking system or any means of operation thereof is connected or by which it is supported shall be deemed to be part of that system;

(*b*) in the case of a motor tractor propelled by steam the engine shall be deemed to be an efficient braking system with one means of operation if the engine is capable of being reversed and, in the case of a motor tractor registered on or after 1st October, 1943, is incapable of being disconnected from any of the driving wheels of the vehicle except by the sustained effort of the driver.

Tyres

36. Every wheel of a motor tractor shall be equipped with a pneumatic tyre or a tyre of soft or elastic material:

Provided that this Regulation shall not apply to a land tractor if—

(*a*) the tyre of every steering wheel is smooth-soled and where the tyre touches the surface of the road it is not less than 2½ inches in width, and

(*b*) the tyre of every driving wheel, in the case of vehicles exceeding 3 tons in weight unladen, is not less than 6 inches in width, and, in the case of vehicles not exceeding 3 tons in weight unladen, is not less than 3 inches in width, and is either—

(i) smooth-soled,

(ii) shod with diagonal cross bars of not less than 3 inches in width nor more than ¾ inch in thickness, extending the full breadth of the tyre and so arranged that the space between adjacent cross bars is not more than 3 inches, or

(iii) shod with diagonal cross bars of soft or elastic material of not less than 2½ inches in width, extending the full breadth of the tyre and so arranged that the space between adjacent cross bars is not more than 3 inches.

F.—Heavy Motor Cars

Overall width

37. The overall width of a heavy motor car shall not exceed 7 feet 6 inches:

Provided that the said width may be exceeded by—

(*a*) not more than 3 inches in the case of a vehicle propelled by steam, using solid fuel and registered before 1st January, 1939, if the excess width is due solely to the projection of the wheels or tyres beyond the sides of the vehicle; and

(*b*) not more than 6 inches in the case of—

(i) a vehicle registered on or before 1st July, 1932, if the excess width has been necessarily caused by the conversion of the vehicle from use with solid tyres to use with pneumatic tyres;

(ii) a vehicle which is a public service vehicle or a vehicle which is constructed or adapted for use as such a vehicle or a chassis which is constructed for such a vehicle;

(iii) a vehicle constructed or adapted for use and used solely for road sweeping; and

(iv) a vehicle the unladen weight of which is 4 tons or more, every wheel of which is equipped with a pneumatic tyre and which is either a goods vehicle or a vehicle so constructed or adapted as to form part of an articulated vehicle.

Overhang

38. The overhang of a heavy motor car shall not exceed 50 per cent. of the distance between the plane perpendicular to the longitudinal axis of the vehicle which passes through the centre or centres of the front wheel or wheels and the foremost vertical plane from which the overhang is to be measured as defined in Regulation 3 of these Regulations:

Provided that—

(*a*) in the case of a heavy motor car registered before 1st October, 1938, it shall be a sufficient compliance with this Regulation if the overhang does not exceed 7/24ths of the overall length of the vehicle;

(*b*) in the case of a vehicle designed for use and mainly used for the purpose of heating a road or other like surface in the process of construction, repair or maintenance, no part of the heating plant shall be taken into account when calculating the overhang; and

(*c*) this Regulation shall not apply in the case of—

(i) a heavy motor car registered before 15th August, 1928;

(ii) a heavy motor car designed for use and used solely in connection with street cleansing, the collection or disposal of refuse or the collection or disposal of the contents of gullies or cesspools;

(iii) a works truck; or

(iv) a heavy motor car designed so that it can dispose of its load by tipping to the rear, if the overhang does not exceed 45 inches.

Brakes

39. Every heavy motor car registered on or before 15th August, 1928, shall be equipped with an efficient braking system or efficient braking systems with two means of operation sufficient under the most adverse conditions to bring the vehicle to rest within a reasonable distance. Save as aforesaid:—

(1) Every heavy motor car shall be equipped with an efficient braking system or efficient braking systems in either case having two means of operation so designed and constructed that notwithstanding the failure of any part (other than a fixed member or a brake shoe anchor pin) through or by means of which the force necessary to apply the brakes is transmitted, there shall still be available for application by the driver to not less than half the number of the wheels of the vehicle brakes sufficient under the most adverse conditions to bring the vehicle to rest within a reasonable distance:

Provided that this paragraph shall not apply in the case of a works truck if it is equipped with one braking system with one means of operation.

(2) The application of one means of operation shall not affect or operate the pedal or hand lever of the other means of operation.

(3) In the case of vehicles registered on or after 1st April, 1938, no braking system shall be rendered ineffective by the non-rotation of the engine:

Provided that this paragraph shall not apply in the case of any vehicle referred to in sub-paragraph (*b*) of paragraph (7) of this Regulation.

(4) All the brakes of a heavy motor car which are operated by one means of operation shall be capable of being applied by direct mechanical action without the intervention of any hydraulic, electric or pneumatic device.

(5) Where any brake shoe is capable of being applied by more than one means of operation all the wheels of the heavy motor car shall be fitted with brakes all of which are operated by one of the means of operation:

Provided that—

(*a*) where a heavy motor car has more than six wheels, at least four of which are steering wheels, it shall be a sufficient compliance with this paragraph if brakes are fitted to all the wheels, other than two steering wheels which are situated on opposite sides of the vehicle, and all such brakes are operated by one of the means of operation;

(*b*) where a heavy motor car has more than four wheels and the drive is transmitted to all wheels other than the steering wheels without the interposition of a differential driving gear or similar mechanism between the axles carrying the driving wheels it shall be deemed to be a sufficient compliance with this paragraph if one means of operation operates the brakes on two driving wheels situated on opposite sides of the vehicle and the other means of operation operates brakes on all the other wheels required to be fitted with brakes by this paragraph; and

(*c*) where means of operation are provided in addition to those prescribed by this Regulation such additional means of operation may be disregarded for the purposes of this paragraph.

(6) One at least of the means of operation shall be capable of causing brakes to be applied directly and not through the transmission gear to not less than half the number of the wheels of the vehicle:

Provided that where a heavy motor car has more than four wheels and the drive is transmitted to all wheels other than the steering wheels without the interposition of a differential driving gear or similar mechanism between the axles carrying the driving wheels it shall be deemed to be a sufficient compliance with this paragraph if the brakes applied by one means of operation act directly on two driving wheels on opposite sides of the vehicle and the brakes applied by the other means of operation act directly on all other driving wheels.

(7) For the purpose of this Regulation—

(*a*) (i) not more than one front wheel shall be included in half the number of the wheels of the vehicle for the purposes aforesaid, and

(ii) every moving shaft to which any part of a braking system or any means of operation thereof is connected or by which it is supported shall be deemed to be part of that system;

(*b*) in the case of a heavy motor car propelled by steam and not used as a public service vehicle the engine shall be deemed to be an efficient braking system with one means of operation if the engine is capable of being reversed and, in the case of a heavy motor car registered on or after 1st January, 1927, is incapable of being disconnected from any of the driving wheels of the vehicle except by the sustained effort of the driver.

Tyres

40.—(1) Save as provided in paragraph (2) of this Regulation every wheel of a heavy motor car shall be equipped with a pneumatic tyre.

(2) In the case of any of the following vehicles every wheel shall be equipped with a pneumatic tyre or a tyre of soft or elastic material—

(*a*) heavy motor cars registered on or before 2nd January, 1933;

(*b*) heavy motor cars exceeding 4 tons in weight unladen mainly used in operations which necessitate working on rough ground or unmade roads;

(*c*) vehicles designed for use and used solely in connection with street cleansing, the collection or disposal of refuse or the collection or disposal of the contents of gullies or cesspools;

(*d*) turntable fire escapes;

(*e*) tower wagons; and

(*f*) works trucks.

Wings

41. A heavy motor car shall be provided with wings or other similar fittings to catch, so far as practicable, mud or water thrown up by the rotation of the wheels, unless adequate protection is afforded by the body of the vehicle:

Provided that this Regulation shall not apply—

(*a*) in relation to the rear wheels of any heavy motor car for the time being forming part of an articulated vehicle if the trailer forming the remaining part of the articulated vehicle is used only for, or empty in connection with, the carriage of round timber;

(*b*) in the case of a vehicle in an unfinished condition proceeding to a works for completion; or

(*c*) in the case of a works truck.

G.—Motor Cars

Overall width

42. The overall width of a motor car shall not exceed 7 feet 6 inches:

Provided that the said width may be exceeded by not more than 6 inches in the case of—

(*a*) a vehicle which is a public service vehicle or a vehicle which is constructed or adapted for use as such a vehicle or a chassis which is constructed for such a vehicle; and

(*b*) a vehicle constructed or adapted for use and used solely for road sweeping.

Overhang

43. The overhang of a motor car shall not exceed 50 per cent. of the distance between the plane perpendicular to the longitudinal axis of the vehicle which passes through the centre or centres of the front wheel or wheels and the foremost vertical plane from which the overhang is to be measured as defined in Regulation 3 of these Regulations:

Provided that—

(*a*) in the case of a motor car registered before 1st October, 1938, it shall be sufficient compliance with this Regulation if the overhang does not exceed 7/24ths of the overall length of the vehicle;

(*b*) in the case of a motor car not exceeding 20 feet in overall length, the overhang may be increased by not more than 9 inches, but shall in no case exceed 7/24ths of the overall length; and

(*c*) this Regulation shall not apply in the case of—

(i) a motor car registered on or before 2nd January, 1933;

(ii) a motor car designed for use and used solely in connection with street cleansing, the collection or disposal of refuse or the collection or disposal of the contents of gullies or cesspools or as an ambulance; or

(iii) a works truck.

Brakes

44.—(1) Every motor car shall be equipped with an efficient braking system or efficient braking systems in either case having two means of operation so designed and constructed that notwithstanding the failure of any part (other than a fixed member or a brake shoe anchor pin) through or by means of

which the force necessary to apply the brakes is transmitted, there shall still be available for application by the driver to not less than half the number of the wheels of the vehicle brakes sufficient under the most adverse conditions to bring the vehicle to rest within a reasonable distance:

Provided that—

(*a*) in the event of such failure as aforesaid it shall not be necessary for brakes to be available for application by the driver—

(i) in the case of a motor car registered before 1st October, 1938, to more than two wheels;

(ii) in the case of a vehicle having less than four wheels, to more than one wheel; and

(*b*) this paragraph shall not apply in the case of a works truck if it is equipped with one braking system with one means of operation.

(2) The application of one means of operation shall not affect or operate the pedal or hand lever of the other means of operation.

(3) In the case of vehicles registered on or after 1st April, 1938, no braking system shall be rendered ineffective by the non-rotation of the engine:

Provided that this paragraph shall not apply in the case of any vehicle referred to in sub-paragraph (*b*) of paragraph (7) of this Regulation.

(4) All the brakes of a motor car which are operated by one of the means of operation shall be capable of being applied by direct mechanical action without the intervention of any hydraulic, electric or pneumatic device.

(5) In the case of a motor car with more than three wheels where any brake shoe is capable of being applied by more than one means of operation all the wheels shall be fitted with brakes all of which are operated by one of the means of operation:

Provided that—

(*a*) where a motor car has more than six wheels, at least four of which are steering wheels, it shall be a sufficient compliance with this paragraph if brakes are fitted to all the wheels, other than two steering wheels which are situated on opposite sides of the vehicle, and all such brakes are operated by one of the means of operation;

(*b*) where a motor car has more than four wheels and the drive is transmitted to all wheels other than the steering wheels without the interposition of a differential driving gear or similar mechanism between the axles carrying the driving wheels it shall be deemed to be a sufficient compliance with this paragraph if one means of operation operates the brakes on two driving wheels situated on opposite sides of the vehicle and the other means of operation operates brakes on all the other wheels required to be fitted with brakes by this paragraph;

(*c*) where means of operation are provided in addition to those prescribed by this Regulation such additional means of operation may be disregarded for the purposes of this paragraph;

(*d*) this paragraph shall not apply to a pedestrian controlled vehicle not exceeding 8 cwt. in weight unladen; and

(*e*) in the case of a motor car the unladen weight of which does not exceed one ton, or which is constructed solely for the carriage of passengers and their effects and adapted to carry not more than seven passengers exclusive of the driver it shall be deemed to be a sufficient compliance with this paragraph if one means of operation operates

brakes fitted to all but one or two of the wheels and, as respects that wheel or those wheels, operates a brake on the driving shaft leading thereto and no gearing is interposed between the brake and the wheel.

(6) One at least of the means of operation shall be capable of causing brakes to be applied directly and not through the transmission gear to not less than half the number of the wheels of the vehicle:

Provided that—

(*a*) in the case of a motor car having more than four wheels and registered before 1st October, 1938, it shall be deemed to be a sufficient compliance with this paragraph if one of the means of operation applies brakes directly and not through the transmission gear to not less than two of the wheels of the vehicle; and

(*b*) where a motor car has more than four wheels and the drive is transmitted to all wheels other than the steering wheels without the interposition of a differential driving gear or similar mechanism between the axles carrying the driving wheels it shall be deemed to be a sufficient compliance with this paragraph if the brakes applied by one means of operation act directly on two driving wheels on opposite sides of the vehicle and the brakes applied by the other means of operation act directly on all other driving wheels.

(7) For the purpose of this Regulation—

(*a*) in the case of a motor car registered on or after 1st October, 1938,

(i) except in the case of a motor car the unladen weight of which does not exceed one ton or which is a passenger vehicle constructed or adapted to carry not more than seven passengers exclusive of the driver, not more than one front wheel shall be included in half the number of the wheels of the vehicle for the purposes aforesaid;

(ii) every moving shaft to which any part of a braking system or any means of operation thereof is connected or by which it is supported shall be deemed to be part of that system;

(*b*) in the case of a motor car propelled by steam and not used as a public service vehicle, the engine shall be deemed to be an efficient braking system with one means of operation if the engine is capable of being reversed and is incapable of being disconnected from any of the driving wheels of the vehicle except by the sustained effort of the driver.

Tyres

45.—(1) Save as provided in paragraph (2) of this Regulation every wheel of a motor car the unladen weight of which exceeds one ton shall be equipped with a pneumatic tyre.

(2) In the case of any of the following vehicles every wheel shall, if the unladen weight of the vehicle exceeds one ton, be equipped with a pneumatic tyre or a tyre of soft or elastic material—

(*a*) motor cars registered on or before 2nd January, 1933;

(*b*) works trucks; and

(*c*) motor cars designed for use and used solely in connection with street cleansing, the collection or disposal of refuse or the collection or disposal of the contents of gullies or cesspools.

Wings

46. A motor car shall be provided with wings or other similar fittings to catch, so far as practicable, mud or water thrown up by the rotation of the wheels unless adequate protection is afforded by the body of the vehicle:

Provided that this Regulation shall not apply—

(*a*) in relation to the rear wheels of any motor car for the time being forming part of an articulated vehicle if the trailer forming the remaining part of the articulated vehicle is used only for, or empty in connection with, the carriage of round timber;

(*b*) in the case of a vehicle in an unfinished condition proceeding to a works for completion; or

(*c*) in the case of a works truck.

H.—Motor Cycles

Brakes

47.—(1) Every motor cycle shall be equipped with an efficient braking system or efficient braking systems in either case having two means of operation so designed and constructed that notwithstanding the failure of any part (other than a fixed member or a brake shoe anchor pin) through or by means of which the force necessary to apply the brakes is transmitted, there shall still be available for application by the driver to at least one wheel of the vehicle brakes sufficient under the most adverse conditions to bring the vehicle to rest within a reasonable distance:

Provided that this paragraph shall not apply in the case of a works truck if it is equipped with one braking system with one means of operation.

(2) The application of one means of operation shall not affect or operate the pedal or hand lever of the other means of operation.

Tyres

48. Every wheel of a motor cycle shall be equipped with a pneumatic tyre:

Provided that this Regulation shall not apply to a works truck or a pedestrian controlled vehicle if, in either case, every wheel of the vehicle is equipped with a tyre of soft or elastic material.

Wings

49. Every motor cycle other than a works truck shall be equipped with wings or other similar fittings to catch, so far as practicable, mud or water thrown up by the rotation of the wheels.

I.—Invalid Carriages

Width

50. The overall width of an invalid carriage shall not exceed 7 feet 2 inches.

Brakes

51. Every invalid carriage shall be equipped with an efficient braking system, the brakes of which act on at least two wheels of the vehicle, so designed and constructed that the application of the brakes shall bring the vehicle to rest within a reasonable distance.

Wings

52. Every invalid carriage shall be equipped with wings or other similar fittings to catch, so far as practicable, mud or water thrown up by the rotation of the wheels.

J.—TRAILERS

Overall length

53. The overall length of a trailer (excluding any draw bar) shall not exceed 22 feet:

Provided that this Regulation shall not apply to—

(*a*) a trailer constructed and normally used for the conveyance of indivisible loads of exceptional length;

(*b*) a land implement;

(*c*) a trailer forming part of an articulated vehicle;

(*d*) any broken down vehicle which is being drawn by a motor vehicle in consequence of the breakdown;

(*e*) a trailer which is a trolley vehicle in course of construction or delivery; or

(*f*) any trailer being a drying or mixing plant for the production of asphalt or of bituminous or tar macadam, used mainly for the construction, repair or maintenance of roads, or to any road planing machine, so used, provided that the total overall length of such trailer and any drawing vehicle when coupled thereto shall not exceed 60 feet inclusive of the draw bar.

Overall width

54.—(1) Save as provided in paragraph (2) of this Regulation the overall width of a trailer shall not exceed 7 feet 6 inches:

Provided that the said width may be exceeded by—

(*a*) not more than 6 inches in the case of a trailer every wheel of which is equipped with a pneumatic tyre and which is drawn by a vehicle the overall width of which exceeds 7 feet 6 inches and which is a locomotive, or a heavy motor car referred to in head (iv) of proviso (*b*) to Regulation 37;

(*b*) not more than 15 inches in the case of a trailer which is in use by a travelling showman in connection with his business and was in such use before 15th January, 1931; and

(*c*) not more than 6 inches in the case of a trailer constructed before 1st January, 1933, which has been converted from use with solid tyres to use with pneumatic tyres if the width of no part of the vehicle exceeds 7 feet 6 inches except where such increase is rendered necessary by the conversion.

(2) This Regulation shall not apply to a land implement, to a trailer which is a trolley vehicle in course of construction or delivery or to a broken down vehicle which is being drawn by a motor vehicle in consequence of the breakdown.

Brakes

55.—(1) Save as provided in paragraph (2) of this Regulation every trailer exceeding 2 cwt. in weight unladen shall have an efficient braking system the brakes of which are capable of being applied when it is being drawn—

(i) to at least two wheels in the case of a trailer having not more than four wheels;

(ii) to at least four wheels in the case of a trailer having more than four wheels, and

(iii) in the case of trailers constructed after 1st April, 1938, to at least half the number of wheels of the trailer,

so constructed that—

(*a*) the brakes can be applied either by the driver of the drawing vehicle or by some other person on such vehicle or the trailer:

Provided that this sub-paragraph shall not apply in the case of a trailer not exceeding 1 ton in weight unladen or in the case of a trailer not constructed or adapted to carry any load, other than plant or other special appliance or apparatus which is a permanent or essentially permanent fixture, and not exceeding 45 cwt. in total weight, or in the case of a living van not exceeding 2 tons in weight unladen and fitted with pneumatic tyres, if in each case the brakes of the trailer automatically come into operation on the overrun of the trailer;

(*b*) in the case of a trailer forming part of an articulated vehicle and being permanently attached to the drawing vehicle, the brakes are capable of being set so as effectively to prevent two at least of the wheels from revolving when the trailer is not being drawn; and

(*c*) in the case of any other trailer, the brakes are capable of being set so as effectively to prevent two at least of the wheels from revolving when the trailer, whether it is attached to the drawing vehicle or not, is not being drawn.

In this paragraph the expression "permanently attached" means that the trailer can only be detached from the drawing vehicle by an operation involving the use of facilities which are normally found only in a workshop.

(2) Paragraph (1) of this Regulation shall not apply—

(*a*) to any land implement drawn by a motor vehicle;

(*b*) to any trailer designed for use and used for street cleansing which does not carry any load other than its necessary gear and equipment;

(*c*) to any broken down vehicle which is being drawn by a motor vehicle in consequence of the breakdown;

(*d*) to any agricultural trailer constructed before 1st July, 1947, drawn by a motor tractor if:—

(i) its laden weight does not exceed 4 tons;

(ii) it is the only trailer so drawn; and

(iii) it is not drawn at a speed exceeding 10 miles per hour; or

(*e*) to any trailer used only for the carriage of plant and materials for producing gas for the propulsion of the drawing vehicle, if the drawing vehicle is either a goods vehicle weighing not less than 2 tons in weight unladen or a public service vehicle.

(3) In the case of trailers constructed on or after 1st April, 1938, the braking system shall be so constructed that it is not rendered ineffective by the non-rotation of the engine of the drawing vehicle.

Tyres

56. Subject to the provisions of Regulation 57 of these Regulations every wheel of a trailer when the trailer is being drawn on a road shall be equipped with a pneumatic tyre or a tyre of soft or elastic material:

Provided that this Regulation shall not apply to—

(*a*) any land implement or agricultural trailer;

(*b*) any trailer constructed before 15th January, 1931, which is specially designed for the conveyance of horses and cattle and is used either for that purpose or for some other purpose connected with agriculture;

(*c*) any trailer constructed before 15th January, 1931, which is specially designed and used for the conveyance of furniture and other similar household effects; or

(*d*) any trailer used for the purpose of carrying water for a road roller which is being used in connection with the construction, maintenance or repair of roads.

57. Every wheel of a trailer constructed after 1st January, 1933, and drawn by a heavy motor car or a motor car shall be equipped with a pneumatic tyre:

Provided that this Regulation shall not apply to any trailer—

(*a*) being a works trailer;

(*b*) designed for use and used solely in connection with street cleansing, the collection or disposal of refuse, or the collection or disposal of the contents of gullies or cesspools;

(*c*) drawn by a heavy motor car every wheel of which is not required to be equipped with a pneumatic tyre; or

(*d*) used for the purpose of carrying water for a road roller which is being used in connection with the construction, maintenance or repair of roads.

Wings

58. The rear wheels, or in the case of a two-wheeled trailer the wheels, of every trailer shall be provided with wings or other similar fittings to catch, so far as practicable, mud or water thrown up by the rotation of the wheels, unless adequate protection is afforded by the body of the trailer:

Provided that this Regulation shall not apply to trailers in an unfinished condition proceeding to a works for completion, land implements, living vans, watercarts, trailers used only for, or empty in connection with, the carriage of round timber, trailer pumps used for fire brigade purposes, or trailers drawn by a vehicle the maximum speed of which is restricted by virtue of the provisions of the First Schedule to the Act to 12 m.p.h. or less.

PART III

REGULATIONS GOVERNING THE USE ON ROADS OF MOTOR VEHICLES AND TRAILERS

Markings on locomotives

59. The owner of a locomotive shall cause the unladen weight of the vehicle to be painted or otherwise plainly marked upon some conspicuous place on the left or near side of the vehicle.

Markings on tractors

60. The owner of a motor tractor shall cause the unladen weight of the vehicle and the maximum speed at which it may be driven when not drawing a trailer to be painted or otherwise plainly marked upon some conspicuous place on the left or near side of the vehicle, and such marking shall include the words "without trailer".

Markings on heavy motor cars

61. The owner of a heavy motor car shall cause the unladen weight of the vehicle and the maximum speed at which it may be driven when not drawing a trailer to be painted or otherwise plainly marked upon some conspicuous place on the left or near side of the vehicle:

Provided that this Regulation shall not apply to a vehicle not registered under the Roads Act, 1920, or the Vehicles (Excise) Act, 1949.

Markings on trailers

62. The owner of a trailer which, in compliance with Regulation 55 of these Regulations, is fitted with overrun brakes shall cause the unladen weight of the trailer or, in the case of a trailer not constructed or adapted to carry any load other than plant or other special appliance or apparatus which is a permanent or essentially permanent fixture, the total weight of the trailer to be painted or otherwise plainly marked upon some conspicuous place on the left or near side of it.

Speed limit disc

63.—(1) On every vehicle to which this Regulation applies there shall be exhibited in a conspicuous position at the rear thereof a disc of not less than 8 inches in diameter which complies in all respects with the following requirements:—

(*a*) it shall be fixed in a vertical position facing squarely to the rear and shall be kept clean and unobscured so as to be plainly visible from behind the vehicle;

(*b*) the surface facing to the rear shall be either black or white, and if black shall display thereon the number "20" in white and if white shall display thereon the said number in black, and for the purpose of this requirement "white" shall include silver or light grey;

(*c*) each figure of the said number shall be 3½ inches in height and 2½ inches in total width and the width of every part of each figure shall be ⅝ inch;

(*d*) each figure shall be raised not less than ⅛ inch from the surface of the disc, but each edge of the figure may be rounded or sloped for a width of ⅛ inch.

(2) This Regulation shall apply to—

(*a*) every motor vehicle (other than an invalid carriage, a vehicle used solely for fire brigade purposes or a hearse) which is not drawing a trailer and which is, by virtue of the First Schedule to the Act, restricted when not drawing a trailer to a speed limit of 20 m.p.h.; and

(*b*) every trailer (other than a trailer specially constructed for the carriage of round timber) attached to a drawing vehicle by partial superimposition in such manner as to cause a substantial part of the weight to be borne by the vehicle if the drawing vehicle is, by virtue of subparagraph (2) of paragraph 2 of the said Schedule, restricted to a speed limit of 20 m.p.h.

Trailer plate

64.—(1) Save as provided in paragraph (4) of this Regulation when a motor vehicle is drawing a trailer or trailers on a road there shall be exhibited in a conspicuous position on the back of the trailer (or when more than one trailer is being drawn on the back of the rearmost trailer) a distinguishing mark in the form set out in the diagram contained in the Fourth Schedule to these Regulations or until the 31st December, 1957, in the form set out in the diagram contained in the Fifth Schedule to these Regulations.

(2) The reflex lenses indicated in the said diagrams shall be ¾ inch in diameter and the colour thereof shall be red.

(3) The mark shall be—

(*a*) fixed to a trailer so that—

(i) the mark is vertical and easily distinguishable from behind the trailer;

(ii) it is either on the centre line or to the off-side of the trailer; and

(iii) no part thereof is at a height exceeding 4 feet from the ground; and

(*b*) kept clean and unobscured.

(4) This Regulation shall not apply to—

(*a*) any trailer forming part of an articulated vehicle;

(*b*) any broken down vehicle while being drawn in consequence of the breakdown;

(*c*) any trailer drawn by a motor car constructed solely for the carriage of passengers and their effects and adapted to carry not more than seven passengers exclusive of the driver;

(*d*) any trailer specially constructed for the carriage of round timber;

(*e*) any land implement (except a living van) or any agricultural trailer; or

(*f*) any water cart drawn by, and used for carrying water for, a road roller.

Laden weight of locomotive

65.—(1) Save as provided in paragraph (2) of this Regulation the laden weight of a locomotive shall not exceed 20½ tons.

(2) The laden weight of a locomotive which is equipped with suitable and sufficient springs between each wheel and the frame of the vehicle and every wheel of which is fitted with a pneumatic tyre or a tyre of soft or elastic material shall not exceed—

(*a*) in the case of a vehicle with less than six wheels, 22 tons,

(*b*) in the case of a vehicle with six wheels, 26 tons, or

(*c*) in the case of a vehicle with more than six wheels, 30 tons.

(3) The total weight transmitted to the road surface by any two wheels of a locomotive in line transversely shall not exceed 11 tons:

Provided that this paragraph shall not apply to a road roller or to a vehicle with not more than four wheels registered before 1st June, 1955.

Weight of trailers drawn by a locomotive

66. The maximum total weight of all trailers, whether wheeled or track laying and whether laden or unladen, drawn by a locomotive whether wheeled or track laying shall not exceed 40 tons.

Laden weight of heavy motor car or motor car

67.—(1) In the case of a heavy motor car or a motor car which is a public service vehicle the total weight transmitted to the road surface by any two wheels in line transversely shall not exceed 8 tons, and the sum of the weights so transmitted by all the wheels shall not exceed, in the case of a vehicle with not more than four wheels, 12 tons, and, in the case of a vehicle with more than four wheels, 14 tons.

(2) For the purpose of this Regulation the weight transmitted to the road surface by a vehicle shall be taken to be the weight so transmitted by the vehicle when it is complete and fully equipped for service with a full supply of water, oil and fuel and loaded with weights of 140 lbs. per person placed

in the correct relative positions for each passenger for whom a seat is provided and for the driver and conductor (if carried), and, in the case of a public service vehicle registered after the 31st December, 1954, in which by or under any enactment more than eight standing passengers may be carried, with additional weights of 140 lbs. per person for each standing passenger in excess of eight reasonably distributed in the space in which any such passengers may be so carried.

68. In the case of a heavy motor car or motor car which is not a public service vehicle the weight transmitted to the road surface by any one wheel where no other wheel is in the same line transversely shall not exceed 4½ tons, the total weight so transmitted by any two wheels in line transversely shall not exceed 9 tons, and the sum of the weights so transmitted by all the wheels shall not exceed, in the case of a vehicle with not more than four wheels, 14 tons, in the case of a vehicle with more than four but not more than six wheels, 20 tons, and in the case of a vehicle with more than six wheels, 24 tons.

Laden weight of trailer

69.—(1) The total weight transmitted to the road surface by any two wheels of a trailer in line transversely shall not exceed 9 tons.

(2) The total laden weight of a trailer with less than six wheels and not forming part of an articulated vehicle shall not exceed 14 tons.

Laden weight of vehicle and trailer

70.—(1) The total laden weight of a trailer whether wheeled or track laying together with that of any motor tractor, heavy motor car or motor car drawing such trailer, in each case whether wheeled or track laying, shall not exceed 22 tons:

Provided that—

(*a*) in the case of a wheeled trailer drawn by a wheeled motor tractor, wheeled heavy motor car or wheeled motor car, the total laden weight of the trailer together with that of the drawing vehicle may equal but shall not exceed 24 tons ; and

(*b*) where the trailer is fitted with power-assisted brakes which can be operated by the driver of the drawing vehicle and are not rendered ineffective by the non-rotation of the engine of the drawing vehicle, the total laden weight of the trailer together with that of the drawing vehicle may, if the drawing vehicle is equipped with a warning device so placed as to be readily visible to the driver when in the driving seat in order to indicate an impending failure or deficiency in the vacuum or pressure system, equal but not exceed 32 tons.

(2) This Regulation shall not apply to any trailer forming part of an articulated vehicle.

Laden weight of articulated vehicle

71. The total laden weight of an articulated vehicle shall not exceed—

(*a*) if the trailer forming part thereof has less than four wheels, 20 tons ; and

(*b*) if the trailer forming part thereof has four wheels or more, 24 tons.

Distribution of weight

72. In the case of a heavy motor car, motor car or trailer whether laden or unladen the weight transmitted to any strip of the surface upon which the vehicle rests contained between any two parallel lines drawn 2 feet apart on that surface at right angles to the longitudinal axis of the vehicle shall not exceed 11 tons.

Maintenance of vehicle and conditions of loading so as not to be a danger

73.—(1) Every motor vehicle, every trailer drawn thereby and all parts and accessories of such vehicle and trailer shall at all times be in such condition, and the number of passengers carried by, and the weight, distribution, packing and adjustment of the load of, such vehicle or trailer shall at all times be such that no danger is caused or is likely to be caused to any person on the vehicle or trailer or on a road:

Provided that in the case of a public service vehicle the provisions of this Regulation with regard to the number of passengers carried shall be deemed to be complied with if the number does not exceed that for the time being permitted by Regulations made by the Minister of Transport and Civil Aviation with regard to the carrying capacity of public service vehicles.

(2) The load carried by any vehicle shall be so secured that danger is not likely to be caused to any person on a road by reason of the load or any part thereof falling from the vehicle.

(3) No motor vehicle or trailer shall be used for any purpose for which it is so unsuitable as to cause or be likely to cause danger to any person on the vehicle or trailer or on a road.

Maintenance of speed indicator

74. Every instrument for indicating speed provided in compliance with the requirements of Regulation 12 of these Regulations shall

(*a*) at all material times be maintained in good working order, and

(*b*) be kept free from any obstruction which might prevent its being easily read (or the appropriate indication given thereby being easily seen or heard):

Provided that it shall be a good defence to proceedings taken in respect of a contravention of paragraph (*a*) of this Regulation to prove that

(i) the defect occurred in the course of the journey during which the contravention was detected, or

(ii) at the time when the contravention was detected steps had already been taken to have the defect remedied with all reasonable expedition.

Maintenance of glass

75. All glass or other transparent material fitted to motor vehicles shall be maintained in such condition that it does not obscure the vision of the driver while the vehicle is being driven on a road.

Maintenance of brakes, steering gear and wind-screen wiper

76. Every wind-screen wiper required by these Regulations to be fitted to a motor vehicle and every part of every braking system and of the means of operation thereof fitted to a motor vehicle or trailer, and all steering gear fitted to a motor vehicle shall at all times, while the motor vehicle or trailer is used on a road, be maintained in good and efficient working order and shall be properly adjusted.

Use and maintenance of silencer

77.—(1) No person shall use or cause or permit to be used on a road any vehicle propelled by an internal combustion engine so that the exhaust gases from the engine escape into the atmosphere without first passing through the silencer, expansion chamber or other contrivance required by these Regulations to be fitted.

(2) Every such silencer, expansion chamber or other contrivance shall at all times while the vehicle is used on a road be maintained in good and efficient working order, and shall not have been altered in such a way that the noise caused by the escape of the exhaust gases is made greater by the alteration.

Maintenance of tyres

78. All the tyres of a motor vehicle or trailer shall at all times, while the vehicle or trailer is used on a road, be maintained in such condition as to be free from any defect which might in any way cause damage to the surface of the road or danger to persons on or in the vehicle or to other persons using the road.

Maintenance of vehicle so as not to emit smoke, etc.

79. Every motor vehicle shall be maintained in such condition, and shall be so driven and used on a road, that there shall not be emitted therefrom any smoke, visible vapour, grit, sparks, ashes, cinders or oily substance, the emission of which could be prevented or avoided by the taking of any reasonable steps or the exercise of reasonable care, or the emission of which might cause damage to other persons or property or endanger the safety of any other users of the road in consequence of any harmful content therein.

Contents of lavatories, etc.

80. No part of the contents of any closet, urinal, lavatory basin or sink carried by a motor vehicle or trailer, or of any tank into which such closet, urinal, lavatory basin or sink drains shall be discharged or allowed to leak on to a road.

Excessive noise

81. No person shall use or cause or permit to be used on a road any motor vehicle or trailer which causes any excessive noise either directly or indirectly as a result of:—

(i) any defect (including a defect in design or construction), lack of repair or faulty adjustment in the motor vehicle or trailer or any part or accessory of such motor vehicle or trailer, or

(ii) the faulty packing or adjustment of the load of such motor vehicle or trailer:

Provided that it shall be a good defence to proceedings taken under this Regulation:—

(*a*) to prove that the noise or continuance of the noise in respect of which the proceedings are taken was due to some temporary or accidental cause and could not have been prevented by the exercise of due diligence and care on the part of the owner or driver of the motor vehicle; or

(*b*) in the case of proceedings against the driver or person in charge of the motor vehicle who is not the owner thereof, to prove that the noise arose through a defect in design or construction of the motor vehicle or trailer or through the negligence or fault of some other person, whose duty it was to keep the motor vehicle or trailer in proper condition or in a proper state of repair or adjustment or properly to pack or adjust the load of such motor vehicle or trailer as the case may be, and could not have been prevented by the exercise of reasonable diligence and care on the part of such driver or other person in charge of the motor vehicle.

82. No motor vehicle shall be used on a road in such manner as to cause any excessive noise which could have been avoided by the exercise of reasonable care on the part of the driver.

Stopping of engine when stationary

83. The driver of every motor vehicle shall, when the vehicle is stationary otherwise than through enforced stoppage owing to the necessities of traffic, stop the action of any machinery attached to, or forming part of, such vehicle, so far as may be necessary for the prevention of noise:

Provided that this Regulation shall not apply—

(*a*) so as to prevent the examination or working of the machinery attached to, or forming part of, a motor vehicle where any such examination or working is rendered necessary by any failure or derangement of the said machinery or where the machinery attached to or forming part of the vehicle is required to be worked for some ancillary purpose; or

(*b*) in the case of a motor vehicle which is propelled by gas produced in plant carried on the vehicle or on a trailer drawn by the vehicle.

Use of warning instruments

84. No person shall sound any instrument fitted to any motor vehicle for signalling its approach between the hours of 11.30 p.m. and 7 a.m. on any road on which there is provided a system of street lighting furnished by means of lamps placed not more than 200 yards apart or where a direction that the road shall be deemed to be a road in a built-up area is in force under the Road Traffic Act, 1934:

Provided that this Regulation shall not apply to any vehicle on an occasion when it is being used for fire brigade, salvage corps, ambulance or police purposes if the observance thereof would be likely to hinder the use of the vehicle for the purpose for which it is being used on that occasion.

85. When a motor vehicle is stationary on a road no person shall use or permit to be used any audible warning instrument with which it is fitted.

Duties of driver

86. No person while actually driving a motor vehicle shall be in such a position that he cannot have proper control over the vehicle or that he cannot retain a full view of the road and traffic ahead.

87. No person shall except in the case of a road roller or other road plant while actually engaged in the construction, maintenance or repair of roads, cause a motor vehicle to travel backwards for a greater distance or time than may be requisite for the safety or reasonable convenience of the occupants of that vehicle or of other traffic on the road.

88. The driver of every vehicle propelled by steam (other than a motor car) shall, unless two persons are carried upon it for the purpose of driving or attending to the vehicle, stop the vehicle whenever it is necessary to attend to the furnace.

89. No person in charge of a motor vehicle or trailer shall cause or permit the motor vehicle or trailer to stand on a road so as to cause any unnecessary obstruction thereof.

90.—(1) Save as provided in paragraph (2) of this Regulation no person shall, except with the permission of a police officer in uniform, cause or permit any motor vehicle to stand on any road during the hours of darkness otherwise than with the left or near side of the vehicle as close as may be to the edge of the carriageway.

(2) This Regulation shall not apply to :—

(*a*) any motor vehicle when it is being used for fire brigade, ambulance or police purposes or for defence purposes (including civil defence purposes) if compliance with this Regulation would hinder or be likely to hinder the use of the vehicle for the purpose for which it is being used on that occasion ;

(*b*) any motor vehicle standing on a part of a road specially set aside for the parking of vehicles or as a stand for hackney carriages or as a stand for public service vehicles or as a place at which such vehicles may stop for a longer time than is necessary for the taking up and setting down of passengers where compliance with this Regulation would conflict with the provisions of the Order, Regulations or Byelaws governing the use of such part of a road for that purpose ;

(*c*) any motor vehicle waiting to set down or pick up passengers in accordance with Regulations made or directions given by a Chief Officer of Police in regard to such setting down or picking up ;

(*d*) any motor vehicle in any road in which vehicles are allowed to proceed in one direction only ; or

(*e*) any motor vehicle whilst it is being used in connection with :—

(i) any building operation or demolition ;

(ii) the repair of any other vehicle ;

(iii) the removal of any obstruction to traffic ;

(iv) the maintenance, repair or reconstruction of any road ; or

(v) the laying, erection, alteration or repair in or near to any road of any sewer, of any main, pipe or apparatus for the supply of gas, water or electricity, of any telegraph or telephone wires, cables, posts or supports, or of the apparatus of any electric transport undertaking ;

if, in any such case, compliance with this Regulation would hinder or be likely to hinder the use of the vehicle for the purpose for which it is being used on that occasion.

(3) For the purposes of this Regulation the expression "the hours of darkness" means—

(*a*) as regards the period of summer time, the time between one hour after sunset and one hour before sunrise ; and

(*b*) as respects the remainder of the year, the time between half-an-hour after sunset and half-an-hour before sunrise.

91. No person shall cause or permit to be on a road any motor vehicle which is not attended by a person duly licensed to drive it unless the engine is stopped and, where the vehicle is fitted with a brake capable of being set, the brake is set so as effectually to prevent two at least or in the case of a vehicle with only three wheels one of the wheels, from revolving :

Provided that the requirements of this Regulation as to the stopping of the engine shall not apply in the case of—

(*a*) a fire brigade vehicle the engine of which is being used for any fire fighting purpose ; or

(*b*) a vehicle which is propelled by gas produced in plant carried on the vehicle or on a trailer drawn by the vehicle.

Application of brakes of trailers

92. Where a trailer is drawn by a motor vehicle whether wheeled or track laying the driver (or in the case of a locomotive one of the persons employed in driving or tending the locomotive) shall be in a position readily to operate any brakes required by these Regulations to be fitted to the trailer as well as the brakes of the motor vehicle, unless a person other than the driver is in a position and competent efficiently to apply the brakes of the trailer:

Provided that this Regulation shall not apply in the case of trailers which, in compliance with these Regulations, are fitted with brakes which automatically come into operation on the overrun of the trailer or where a motor vehicle is drawing a broken down vehicle, whether or not in consequence of a breakdown, in such a manner that the broken down vehicle cannot be steered by its own steering gear.

93. No person in charge of a motor vehicle whether wheeled or track laying or trailer drawn thereby shall cause or permit such trailer to stand when detached from the drawing vehicle unless one at least of the wheels of the trailer is prevented from revolving by the setting of the brake or the use of a chain.

Length of tow rope

94. No motor vehicle shall tow any other vehicle unless the tow rope or chain be so adjusted that the distance separating the nearest points of the two vehicles shall not exceed 15 feet, and steps shall be taken to render the tow rope or chain easily distinguishable by other users of the road.

Restrictions on the use of vehicles to draw trailers and of trailers drawn

95. Every sidecar fitted to a motor cycle shall be so attached that the wheel thereof is not wholly outside perpendicular planes at right angles to the longitudinal axis of the motor cycle passing through the extreme projecting points in the front and in the rear of the motor cycle.

96. A motor cycle with not more than two wheels and without a sidecar shall not draw a trailer:

Provided that this Regulation shall not apply to prevent the towing of a broken down motor cycle which is being drawn by another motor cycle in consequence of the breakdown.

97. No motor cycle shall draw a trailer exceeding 5 cwt. in weight unladen or 5 feet in overall width.

98. No invalid carriage shall draw a trailer.

99. No trailer shall be used for the conveyance of passengers for hire or reward.

100. No trailer shall be drawn by a public service vehicle:

Provided that this Regulation shall not apply to the drawing of one empty public service vehicle by another empty public service vehicle in case of emergency or to the drawing of a gas trailer by a public service vehicle.

Passengers on motor bicycles

101. If any person in addition to the driver is carried astride any two-wheeled motor cycle (whether a sidecar is attached thereto or not), suitable supports or rests for the feet shall be available on such cycle for that person.

Restriction of width of loads

102.—(1) Subject to the provisions of paragraphs (2) and (3) of this Regulation, no load shall be carried on any motor vehicle or trailer if the load projects more than 1 foot laterally beyond the overall width of the vehicle or if the total width of the load (measured between vertical planes parallel to the longitudinal axis of the vehicle and passing through the extreme projecting points of the load) exceeds 9 feet 6 inches.

(2) This Regulation shall not apply to the carriage on a motor vehicle or trailer of an indivisible load in the case of which it is not reasonably practicable to comply with the requirements of the preceding paragraph, if the following conditions are complied with :—

(*a*) the owner of the vehicle shall have given at least two clear days' notice (excluding Sundays, Bank Holidays, Christmas Day, Good Friday and days appointed by proclamation to be Bank Holidays) to the Chief Officer of Police of every district through which it is proposed that the vehicle shall pass. The said notice shall contain particulars of the vehicle or vehicles concerned, the nature and total width of the load and the time, date and route of the journey:

Provided that the Chief Officer of Police may in any case dispense with any of the foregoing requirements as to the length of notice or the particulars to be given ; and

(*b*) the journey is carried out in accordance with the particulars given in the notice subject to any variation in the time, date or route which the owner may be directed to make by any Chief Officer of Police.

(3) This Regulation shall not apply to the carriage of loose agricultural produce not baled or crated.

Mascots

103. No mascot shall be carried by a motor vehicle registered on or after 1st October, 1937, in any position where it is likely to strike any person with whom the vehicle may collide unless the mascot is not liable to cause injury to such person by reason of any projection thereon.

Penalty

104. If any person uses or causes or permits to be used on any road a motor vehicle or trailer in contravention of or fails to comply with any of the preceding Regulations contained in Part III of these Regulations he shall for each offence be liable to a fine not exceeding twenty pounds.

Attendants on trailers

105. The requirements of Section 17 of the Act with regard to the employment of drivers and attendants shall not apply in the following cases, that is to say :—

(*a*) in the case of any articulated vehicle ;

(*b*) where a land implement is drawn by a land locomotive or land tractor, or where an agricultural trailer is drawn by a land tractor ;

(*c*) where a trailer with not more than two wheels is drawn by a motor car or a motor cycle, or where a four-wheeled trailer having two close-coupled wheels on each side is drawn by a motor car ;

(*d*) where a motor tractor is drawing—

(i) any closed trailer specially constructed and used for the conveyance of meat between docks and railway stations or between wholesale markets and docks or railway stations ;

(ii) any machine or implement used for the purpose of the maintenance, repair or cleansing of roads; or

(iii) any trailer designed for use and used solely in connection with street cleansing, the collection or disposal of refuse, or the collection or disposal of the contents of gullies or cesspools;

(*e*) where a works truck is drawing any works trailer and the weight unladen of each vehicle does not exceed 30 cwt.;

(*f*) where a gas trailer is drawn by a heavy motor car or a motor car;

(*g*) where a motor vehicle is drawing a trailer not exceeding 1 ton in weight unladen, or a trailer not constructed to carry and not carrying a load other than plant or other special appliance or apparatus which is a permanent or essentially permanent fixture, and not exceeding 45 cwt. in total weight, or a trailer which is a living van not exceeding 2 tons in weight unladen and fitted with pneumatic tyres, if in each case the brakes of the trailer automatically come into operation on the overrun of the trailer;

(*h*) in the case of any road roller;

(*j*) where a motor vehicle belonging to the Admiralty, the War Department or the Air Ministry and being used for naval, military or air force purposes is drawing a trailer fitted with brakes which can be applied by the driver of the drawing vehicle; or

(*k*) where a motor vehicle is drawing a broken down vehicle, whether or not in consequence of a breakdown, in such a manner that the broken down vehicle cannot be steered by its own steering gear.

PART IV

TESTING AND INSPECTION OF BRAKES, SILENCERS AND STEERING GEAR

Testing of brakes, etc.

106.—(1) Any police constable in uniform, and any person for the time being appointed by the Minister of Transport and Civil Aviation as a Certifying Officer or Public Service Vehicle Examiner under the Act, or as an Examiner under the Road and Rail Traffic Act, 1933(a), or appointed by the Commissioner of Police of the Metropolis to examine and inspect public carriages for the purposes of the Metropolitan Public Carriage Act, 1869(b), who shall produce his authority if required, is hereby empowered to test and inspect either on a road or, subject to the consent of the owner of the premises, on any premises where the vehicle is, any brakes, silencers or steering gear fitted to a motor vehicle or trailer.

(2) (*a*) The power conferred by this Regulation to test and inspect the brakes, silencers or steering gear of a vehicle on the premises where the vehicle is shall not be exercised unless either the owner of the vehicle consents or notice of the date and time at which it is proposed to carry out the test and inspection has been given to him in accordance with the provisions of the next succeeding sub-paragraph.

(*b*) The said notice shall be given to the owner of the vehicle personally or left at his address not less than 48 hours before the time of the proposed test and inspection or shall be sent not less than 72 hours before that time by registered post to him at his address.

(a) 23 & 24 Geo. 5. c. 53. (b) 32 & 33 Vict. c. 115.

(*c*) For the purposes of this Regulation, the owner of the vehicle shall be deemed to be—

(i) in the case of a vehicle which is for the time being registered under the Vehicles (Excise) Act, 1949, and is not being used under a trade licence the person appearing as the owner of the vehicle in the register kept by the appropriate Council under that Act;

(ii) in the case of a vehicle used under a trade licence, the holder of the licence; and

(iii) in the case of a vehicle which is used under an international circulation permit, the person to whom the permit was issued;

and in cases (i) and (ii) the address of the owner as shown on the register of the Council registering the vehicle or on the licence as the case may be may be treated as his address.

(3) The provisions of paragraph (2) of this Regulation shall not apply in the case of a test and inspection made within 48 hours of an accident to which section 22 of the Act applies and in which the vehicle has been involved.

Given under the Official Seal of the Minister of Transport and Civil Aviation this twenty-sixth day of March, 1955.

(L.S.) *John Boyd-Carpenter,*
The Minister of Transport and Civil Aviation.

FIRST SCHEDULE (see Regulation 2)

Regulations Revoked

The Motor Vehicles (Construction and Use) Regulations, 1951(a).

The Motor Vehicles (Construction and Use) (Amendment) Regulations, 1952(b).

The Motor Vehicles (Construction and Use) (Amendment) Regulations, 1953(c).

The Motor Vehicles (Construction and Use) (Amendment) Regulations, 1954(d).

SECOND SCHEDULE (see Regulation 25)

Direction Indicators

Provisions to be complied with as respects Direction Indicators on motor vehicles fitted with electric lighting equipment

Part I

1. Every direction indicator fitted to a vehicle in compliance with this Part of this Schedule shall be, when in operation, in the form of an illuminated sign of a minimum illuminated length of 6 inches and a maximum illuminated breadth not exceeding one-fourth of the illuminated length, and shall show either a steady or a flashing light.

2. Save as provided in the next following paragraph as respects additional indicators, every direction indicator shall be so designed and fitted that—

(*a*) it is not more than 6 feet behind the base of the wind-screen; and

(*b*) when in operation—

(i) it temporarily alters the outline of the vehicle to the extent of at least 6 inches measured horizontally;

(a) S.I. 1951/2101 (1951 II, p. 508).
(b) S.I. 1952/1453 (1952 III, p. 2890).
(c) S.I. 1953/1872 (1953 II, p. 1864).
(d) S.I. 1954/942.

(ii) the outermost point of the direction indicator is at least 6 inches further from the longitudinal axis of the vehicle than is the outermost point of the driver's cab, or of the side of the body immediately behind the driver's seat;

(iii) the illuminated surface is visible at a reasonable distance both from the front and the rear of the vehicle; and

(iv) it remains steady:

Provided that sub-paragraph (*a*) of this paragraph shall not apply in the case of a pillarless saloon motor car if the direction indicator is not situated behind the widest part of the body. For the purposes of this proviso a pillarless saloon motor car means a motor car which has an enclosed body and four doors and no vertical pillar between the doors on either side, and is constructed solely for the carriage of passengers and their effects and adapted to carry not more than seven passengers exclusive of the driver.

3.—(1) An additional indicator may be fitted at the rear of any vehicle on any side to which there is fitted an indicator not being an additional indicator. Such additional indicator shall either—

(*a*) be in the form specified in paragraph 1 of this Part of this Schedule and shall, except when a trailer is being drawn, be visible at a reasonable distance from any point to the rear of the vehicle; or

(*b*) comply with the requirements of sub-paragraph (1) of paragraph 3 and of paragraph 5 of Part II of this Schedule as respects indicators showing a flashing light to the rear.

(2) An additional indicator may be fitted at the front of any vehicle on any side to which there is fitted an indicator not being an additional indicator. Such additional indicator shall comply with the requirements of sub-paragraph (1) of paragraph 3 and of paragraphs 4 and 5 of Part II of this Schedule as respects indicators showing a flashing light to the front.

(3) Every additional indicator shall be so constructed and fitted as to be incapable of operating otherwise than coincidentally with the indicator, not being an additional indicator, fitted to the same side of the vehicle.

4. Any direction indicator intended to indicate a righthand turn shall be fitted only to the right of the longitudinal axis of the vehicle and one intended to indicate a lefthand turn shall be fitted only to the left of that axis:

Provided that this paragraph shall not apply to any direction indicator being an additional indicator fitted to a vehicle before the 1st April, 1955.

5. Every direction indicator shall be at a height of not more than 7 feet 6 inches nor less than 1 foot 5 inches above the level of the ground.

6.—(1) The illuminated colour of every direction indicator shall—

(*a*) if it shows both to the front and to the rear, be amber;

(*b*) if it shows only to the front, be amber or white; and

(*c*) if it shows only to the rear, be amber or red.

(2) The light emitted by every direction indicator shall be diffused by frosted glass or other adequate means.

7. Every direction indicator showing a flashing light shall when in operation show a light which flashes constantly at the rate of not less than 60 nor more than 120 flashes per minute, each flash being of such duration as to permit the light to achieve its full brightness and to be fully observable to the eye at a reasonable distance. The light shall begin to flash not later than one second after the operating switch of the indicator is operated and between each flash there shall be an interval observable to the eye.

8. The following requirements shall be complied with as respects the direction indicators on a vehicle—

(*a*) not less than one indicator on each side to which indicators are fitted shall be so designed and fitted that the driver when in his seat can readily be aware when it is in operation; or

(*b*) the vehicle shall be equipped with a device or devices so fitted as to be readily visible to the driver at all times when in his seat, and so designed as to show when at least one direction indicator, not being an additional indicator, on each side of the vehicle is in operation.

9. Every direction indicator shall be so fitted that when not in operation it will not be likely to mislead the driver of any other vehicle or any person controlling traffic.

10. Any reference in this Schedule to the side of a vehicle shall be taken to include that part of the front or the back of the vehicle which is on that side of the vehicle.

PART II

1. Subject to the provisions of paragraph 3 of this Part of this Schedule every direction indicator fitted to a vehicle in compliance with this Part of this Schedule shall be in the form of a lamp which, when in operation, shows a flashing light visible at a reasonable distance from both the front and the rear of the vehicle.

2. Every such indicator shall be so designed and fitted that—

(*a*) it is not more than 6 feet behind the base of the wind-screen ;

(*b*) both the minimum illuminated area showing to the front and the minimum illuminated area showing to the rear shall—

(i) be not less than 3½ square inches in extent in the case of a vehicle the unladen weight of which does not exceed two tons, or of a vehicle constructed or adapted solely for the carriage of not more than seven passengers, exclusive of the driver, and their effects: provided in either case that the vehicle is not being used, except in a case of emergency, to draw a trailer other than one with less than four wheels or a four-wheeled trailer having two close-coupled wheels on each side ;

(ii) be not less than 12 square inches in extent in any other case.

3.—(1) Subject to the provisions of sub-paragraph (2) of this paragraph, in lieu of a direction indicator in respect of which the provisions of paragraphs 1 and 2 of this Part of this Schedule are complied with, two indicators may be fitted to any side of a vehicle and shall be so designed and fitted that—

(*a*) neither of the indicators on either side of the vehicle shall be capable of operating unless the other indicator on that side operates coincidentally with it ;

(*b*) when in operation one of the indicators on one side shall show a flashing light visible from a reasonable distance to the front of the vehicle and the other indicator on that side shall, except when a trailer is being drawn, show a flashing light visible from a reasonable distance to the rear of the vehicle ;

(*c*) every such indicator shall be so placed that the centre of its illuminated area is not more than 16 inches nearer to the longitudinal axis of the vehicle than is the outermost part of the vehicle which is comprised in the overall width of the vehicle on the side on which the indicator is placed provided that in the case of a public service vehicle having combined rear and side entrances the near side indicator showing a flashing light to the rear of the vehicle may be so placed that the centre of its illuminated area is not more than 30 inches nearer to the longitudinal axis of the vehicle than the said outermost part of the vehicle ; and

(*d*) the minimum illuminated area showing to the front or the rear as the case may be shall be that prescribed in paragraph 2 of this Part of this Schedule.

(2) Whilst a vehicle is drawing a trailer or trailers the preceding provisions of this paragraph shall have effect subject to the following modifications :—

(*a*) there shall be carried on either side of the trailer or the rearmost trailer as the case may be an indicator so fitted and designed that when in operation it complies with the provisions of paragraphs 2, 3, 4 and 5 of Part IV of this Schedule ; and

(*b*) it shall not be necessary for an indicator showing a flashing light to the rear to be carried on either side of the vehicle but each indicator thereon showing a flashing light to the front shall be so adapted as to be incapable of operating otherwise than coincidentally with the indicator on the trailer showing to the rear on the same side.

This sub-paragraph shall not apply where the trailer or the rearmost trailer as the case may be is of an unladen weight not exceeding two hundred-weight or was constructed before 1st January, 1955, or is a broken down motor vehicle being drawn in consequence of the breakdown.

4.—(1) Save as provided in sub-paragraph (2) of this paragraph a direction indicator fitted in compliance with this Part of this Schedule and showing a flashing light to the front shall not be combined with nor obscure any lamp showing to the front a white light being a lamp required to be carried by or under any enactment.

(2) In the case of a vehicle on either side of which two direction indicators are fitted in accordance with the preceding paragraph an indicator showing a flashing light to the front may be combined with an electric lamp showing a white light to the front being a lamp required to be carried by or under any enactment provided that

(*a*) the power of the lamp does not exceed 7 watts; and

(*b*) the indicator is fitted with a separate electric circuit and either a separate electric bulb or a separate electric filament.

5. The total power of the bulb or bulbs illuminating any indicator carried in compliance with this Part of this Schedule shall be not less than 15 watts and not more than 36 watts.

6. Where a vehicle is equipped on any side with direction indicators in respect of which the provisions of paragraphs 1 and 2 of this Part of this Schedule are complied with, an additional indicator may be carried on that side provided that any such indicator complies with the provisions of paragraph 3 of Part I of this Schedule.

7. Every direction indicator shall be at a height of not more than 7 feet 6 inches nor less than 1 foot 5 inches above the level of the ground:

Provided that a direction indicator fitted to any side of a public service vehicle in accordance with the provisions of paragraphs 1 and 2 of this Part of this Schedule may be fitted at a height of not more than 8 feet 6 inches above the level of the ground if on the same side of the vehicle and at a height of not more than 6 feet 6 inches above the level of the ground there is also fitted an additional direction indicator which complies with the provisions of paragraph 6 of this Part of this Schedule.

8. The provisions of paragraphs 4, 6, 7, 8, 9 and 10 of Part I of this Schedule shall apply as respects direction indicators fitted in compliance with this Part of this Schedule as they apply as respects direction indicators fitted in compliance with that Part.

Provisions to be complied with as respects Direction Indicators on motor vehicles not fitted with electric lighting equipment

PART III

1. Subject to the provisions of the next following paragraph every direction indicator fitted to a vehicle in compliance with this Part of this Schedule shall be in the form of a hand not less than 6 inches in length, presenting a white surface visible both from the front and the rear of the vehicle and shall comply with the requirements of paragraph 2 of Part I of this Schedule other than the requirements of sub-paragraph (*b*) (iii) of that paragraph.

2. Additional indicators may be fitted at the rear of a vehicle if they are in the form of a hand not less than 6 inches in length presenting a white surface visible at a reasonable distance from any point in the rear of the vehicle.

3. Where more than one direction indicator is fitted on one side of a vehicle, the indicators on that side shall all be so designed and fitted that they cannot be operated otherwise than coincidentally.

4. The provisions of paragraphs 4, 5, 8, 9 and 10 of Part I of this Schedule shall apply as respects direction indicators fitted in compliance with this Part of this Schedule as they apply as respects direction indicators fitted in compliance with that Part.

Provisions to be complied with as respects Direction Indicators on trailers

PART IV

1. Every direction indicator fitted to a trailer shall comply with the following provisions of this Part of this Schedule:

Provided that nothing in this Part of this Schedule shall apply to a broken down vehicle being drawn in consequence of the breakdown.

2. Every direction indicator shall either—

(*a*) when in operation be in the form of an illuminated sign of a minimum illuminated length of 6 inches and a maximum illuminated breadth not exceeding one fourth of the illuminated length, and shall show either a steady or a flashing light; or

(*b*) be such that—

(i) when in operation it shall show a flashing light;

(ii) the total power of the bulb or bulbs illuminating the indicator shall be not less than 15 watts and not more than 36 watts;

(iii) the minimum illuminated area shall be not less than 3½ square inches in extent if the trailer to which it is fitted has less than 4 wheels or is a four-wheeled trailer having two close-coupled wheels on each side and not less than 12 square inches in extent in any other case; and

(iv) the centre of the illuminated area shall be not more than 16 inches nearer to the longitudinal axis of the trailer than is the outermost part of the trailer on the same side.

3. Every direction indicator shall, when in operation, be visible at a reasonable distance from any point to the rear of the trailer:

Provided that, where two or more trailers are being drawn by the same motor vehicle, this paragraph shall apply only in relation to the rearmost trailer.

4. Every direction indicator shall be so constructed and designed that it is not capable of operating otherwise than coincidentally with the indicator or indicators on the drawing vehicle visible to the front on the same side.

5. The provisions of paragraphs 4, 5, 6, 7, 9 and 10 of Part I of this Schedule shall apply as respects direction indicators fitted in compliance with this Part of this Schedule as they apply as respects direction indicators fitted in compliance with that Part.

THIRD SCHEDULE (See Regulation 27)

GAS CONTAINERS

PART I

Definitions relating to gas containers

1. In this Schedule unless the context otherwise requires the following expressions have the meanings hereby respectively assigned to them:—

"gas container" means a container fitted to a motor vehicle or a trailer and intended for the storage of gaseous fuel for the purpose of the propulsion of the vehicle or the drawing vehicle as the case may be;

"gas cylinder" means a container fitted to a motor vehicle or a trailer and intended for the storage of compressed gas for the purpose of the propulsion of the vehicle or the drawing vehicle as the case may be;

"compressed gas" means gaseous fuel under a pressure exceeding 15 lbs. per square inch above atmospheric pressure;

"pipe line" means all pipes connecting a gas container or containers—

(*a*) to the engine or the mixing device for the supply of a mixture of gas and air to the engine; and

(*b*) to the filling point on the vehicle;

"pressure pipe line" means any part of a pipe line intended for the conveyance of compressed gas; and

"reducing valve" means an apparatus which automatically reduces the pressure of the gas passing through it.

Gas containers

2. Every gas container shall—

(*a*) be securely attached to the vehicle in such manner as not to be liable to displacement or damage due to vibration or other cause; and

(*b*) be so placed or insulated as not to be adversely affected by the heat from the exhaust system.

Pipe lines

3.—(1) Every pipe line shall be supported in such manner as to be protected from excessive vibration and strain.

(2) No part of a pipe line shall be in such a position that it may be subjected to undue heat from the exhaust system.

(3) Every pressure pipe line shall be made of steel solid drawn.

(4) The maximum unsupported length of a pressure pipe line shall not exceed 3 feet.

Unions

4.—(1) Every union shall be so constructed and fitted that it will—

(*a*) not be liable to work loose or develop leakage when in use; and

(*b*) be readily accessible for inspection and adjustment.

(2) No union on a pressure pipe line or on a gas cylinder shall contain a joint other than a metal to metal joint.

Reducing valves

5. Every reducing valve shall be—

(*a*) so fitted as to be readily accessible; and

(*b*) so constructed that there can be no escape of gas when the engine is not running.

Valves and cocks

6.—(1) Every valve or cock intended to be subjected to a pressure exceeding 100 lbs. per square inch shall be of forged steel or of brass or bronze complying with the specification contained in Part II of this Schedule.

(2) A valve or cock shall be fitted to the pipe line to enable the supply of gas from the container or containers to the mixing device to be shut off.

(3) (*a*) In the case of a pressure pipe line the valve or cock shall be placed between the reducing valve and the container or containers and shall be readily visible and accessible from the outside of the vehicle and a notice indicating its position and method of operation shall be affixed in a conspicuous position on the outside of the vehicle carrying the gas container or containers.

(*b*) In other cases, if the valve or cock is not so visible and accessible as aforesaid, a notice indicating its position shall be affixed in a conspicuous position on the outside of the vehicle carrying the container or containers.

Pressure gauges

7. Every pressure gauge connected to a pressure pipe line shall be so constructed as not to be liable to deterioration under the action of the particular gases employed and shall be so constructed and fitted that—

(*a*) in the event of failure of such pressure gauge no gas can escape into any part of the vehicle ;

(*b*) it is not possible owing to leakage of gas into the casing of the pressure gauge for pressure to increase therein to such extent as to be liable to cause a breakage of the glass thereof ; and

(*c*) in the event of failure of such pressure gauge the supply of gas thereto may be readily cut off.

Charging connections

8.—(1) Every connection for charging a gas container shall be outside the vehicle and in the case of a public service vehicle no such connection shall be within 2 feet of any entrance or exit.

(2) An efficient shut-off valve shall be fitted as near as practicable to the filling point:

Provided that in cases where compressed gas is not used a cock or an efficient non-return valve may be fitted in lieu thereof.

(3) Where compressed gas is used an additional emergency shut-off valve shall be fitted adjacent to the valve referred to in sub-paragraph (2) of this paragraph.

(4) A cap shall be fitted to the gas filling point on the vehicle and where compressed gas is used this cap shall be made of steel with a metal to metal joint.

Trailers

9.—(1) Where a trailer is used for the carriage of a gas cylinder, a reducing valve shall be fitted on the trailer.

(2) No pipe used for conveying gas from a trailer to the engine of a vehicle shall contain compressed gas.

Construction, etc., of system

10. Every part of a gas container propulsion system shall be—

(*a*) so placed or protected as not to be exposed to accidental damage, and shall be soundly and properly constructed of suitable and well-finished materials capable of withstanding the loads and stresses likely to be met with in operation, and shall be maintained in an efficient, safe and clean condition ; and

(*b*) so designed and constructed that leakage of gas is not likely to occur under normal working conditions, whether or not the engine is running.

PART II

SPECIFICATION FOR BRASS OR BRONZE VALVES

Manufacture of valves

1. The stamping or pressing from which each valve is manufactured shall be made from bars produced by (*a*) extrusion, (*b*) rolling, (*c*) forging, (*d*) extrusion and drawing, or (*e*) rolling and drawing.

Heat treatment

2. Each stamping or pressing shall be heat treated so as to produce an equiaxed microstructure in the material.

Freedom from defects

3. All stampings or pressings and the bars from which they are made shall be free from cracks, laminations, hard spots, segregated materials and variations in composition.

Tensile test

4. Tensile tests shall be made on samples of stampings or pressings taken at random from any consignment. The result of the tensile test shall conform to the following conditions:—

Yield Stress.—Not less than 15 tons per square inch.
Ultimate Tensile Stress.—Not less than 30 tons per square inch.
Elongation on 2 inch gauge length.—Not less than 25 per cent.

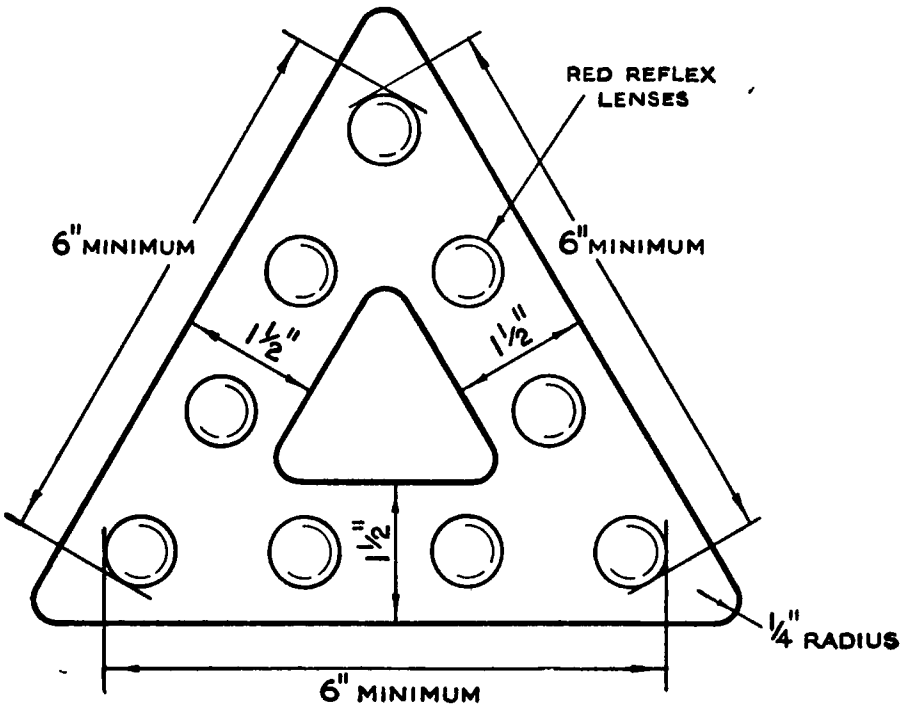
Note.—When the gauge length is less than 2 inches the required elongation shall be proportionately reduced.

The fractured test piece shall be free from piping and other defects (see paragraph 3 of this Part of this Schedule).

FOURTH SCHEDULE

DIAGRAM OF TRAILER PLATE (See Regulation 64)

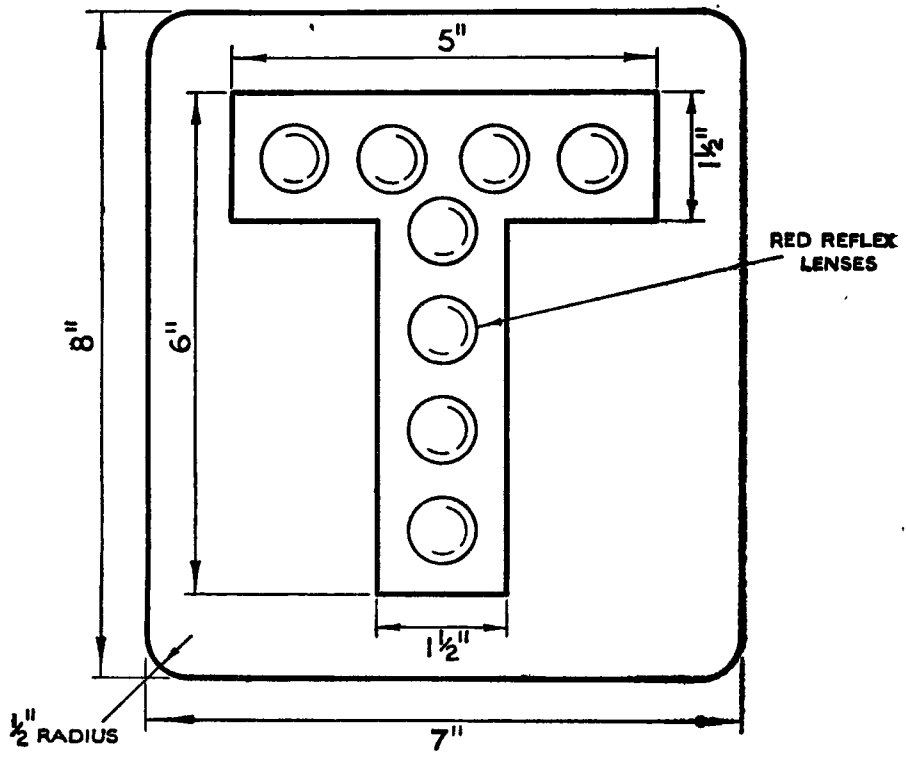
Red Reflex Lenses on White Ground



FIFTH SCHEDULE

DIAGRAM OF TRAILER PLATE (See Regulation 64)

White Letter on Black Ground



EXPLANATORY NOTE

(This Note is not part of the Regulations, but is intended to indicate their general purport.)

These Regulations consolidate with amendment the Motor Vehicles (Construction and Use) Regulations, 1951, and the amending Regulations set out in the First Schedule.

The principal changes are:—

(1) The maximum overall width is increased from 7 ft. 6 ins. to 8 ft. in the case of certain heavy motor cars which are goods vehicles or designed to form part of articulated vehicles (Regulation 37) and in the case of trailers drawn by such heavy motor cars and by locomotives if the overall width of the drawing vehicle exceeds 7 ft. 6 ins. (Regulation 54).

(2) The maximum overall length of an articulated vehicle is increased from 33 feet to 35 feet and that of any other motor vehicle with four wheels (other than an articulated vehicle or a public service vehicle) from 27 ft. 6 ins. to 30 ft. (Regulation 6).

(3) Changes are made in the provisions regulating the maximum unladen and laden weights of locomotives (Regulations 29 and 65) and the maximum laden weights of other motor vehicles and trailers (Regulations 67 to 72).

(4) Provision is made regulating the maximum width and the maximum lateral projection of loads carried by vehicles and trailers (Regulation 102).

(5) Every locomotive registered on or after 1st June, 1955, will be required to comply with similar requirements as to brakes as a motor tractor (Regulation 32).

(6) Direction indicators on trailers not constructed before 1st July, 1955, are required to conform to the appropriate provisions and additional indicators are permitted at the front of certain motor vehicles (Regulation 25 and Second Schedule).

(7) If a person in addition to the driver is carried on a motor bicycle suitable foot rests must be provided for him (Regulation 101).

1955 No. 990

The Motor Vehicles (Construction and Use) (Track Laying Vehicles) Regulations, 1955

Made - - - -	*4th July*, 1955
Laid before Parliament	*11th July*, 1955
Coming into Operation	*25th July*, 1955

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